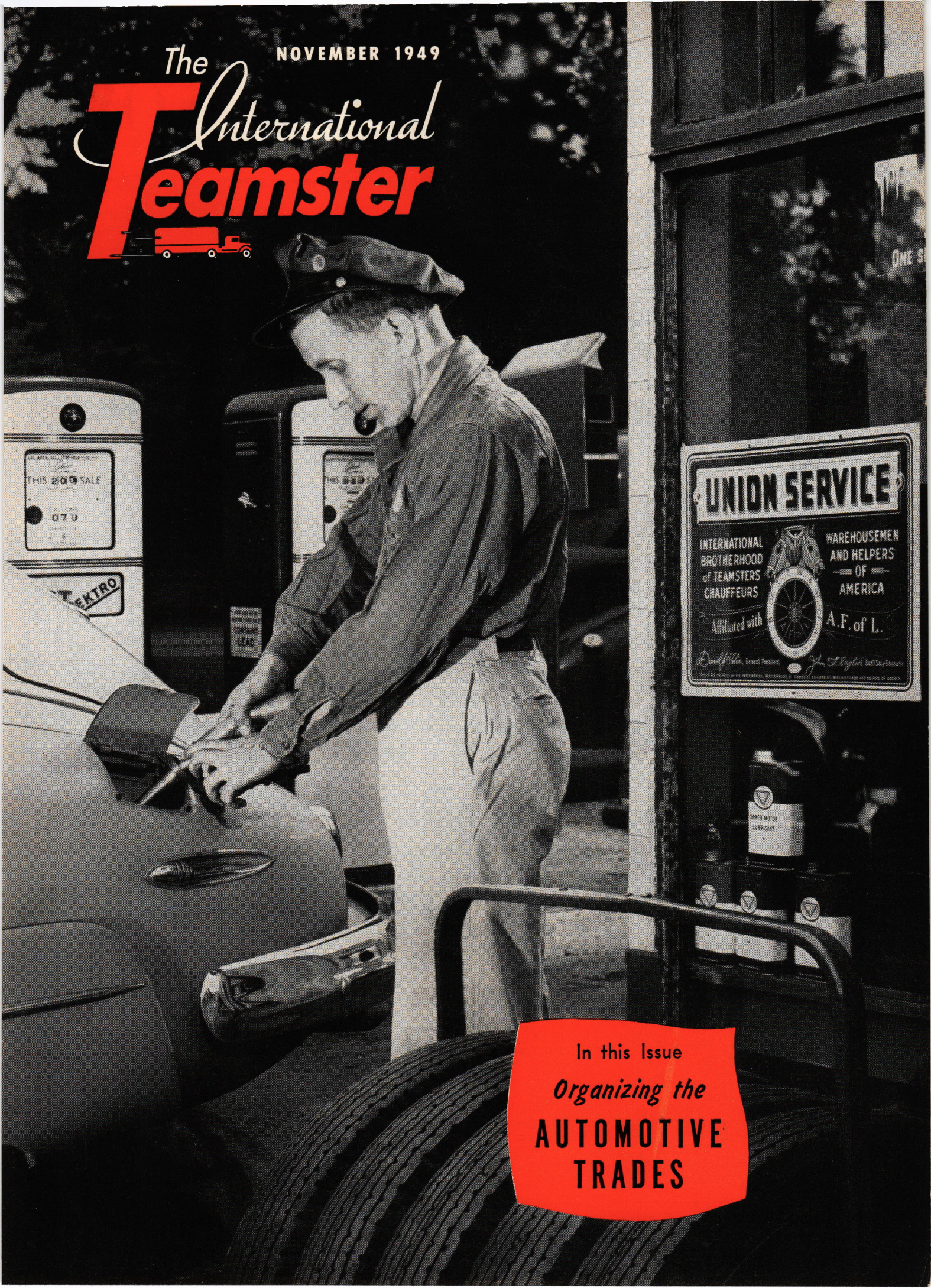
NOVEMBER 1949

The International Teamster



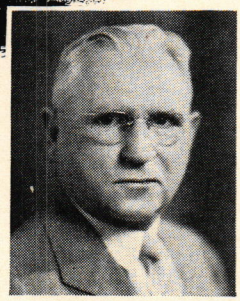
In this Issue

Organizing the

AUTOMOTIVE TRADES

ONE YEAR FROM NOW





D. J. TOBIN

ONE year from this month America will go to the polls for the 1950 elections. Organized labor has a duty—to vote and to vote for the friends of labor.

The battle of "one year from now" begins this month in some states. In Ohio there is an important referendum vote—if Ohio trade unionists fail to vote, they will be helping one of labor's enemies, Senator Robert A. Taft. Vote and vote NO against the referendum to change the Ohio ballot. (See article in this issue.) In New York labor is backing former Governor Lehman for the U.S. Senate.

The battle to repeal Taft-Hartley, the Hobbs act and to elect a friendly Congress begins at once. Let's vote where we can this month and prepare for 1950 in every state in the union for one year from now!

Daniel J. Tobin

General President.

The International Teamster

DANIEL J. TOBIN • *Editor*

THOMAS E. FLYNN • *Assistant Editor*

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A Time for Thanks

People of all faiths in our country this month give thanks in the annual Thanksgiving Day celebration, one of our oldest and most cherished holidays.

While many spots on this troubled earth are in unrest, we at home can be thankful we are at peace.

In some parts of the world, it is not possible for people to worship or give thanks in the religion of their choice or to express their opinions. We are thankful that we can worship, speak, and think freely.

We are not always happy about what our lawmakers do—we certainly hate the Taft-Hartley and Hobbs laws and some other statutes. But we have the opportunity to change these laws through exercising another right—the right to vote.

This is more than a right—it is a duty and unless we realize the importance of this duty, the time may come when we will have little left for which we can give thanks.

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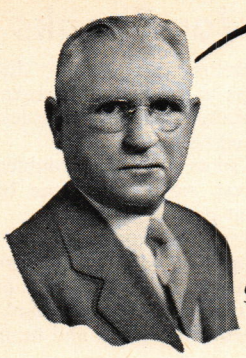
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Timely Remarks

by DANIEL J. TOBIN

Injustice Breeds Discord

Some people believed passage of the Taft-Hartley Bill would prevent strikes. What false, unjustified information has been given out to the public by the representatives of big business who were responsible for the passage of this destructive slave law, the Taft-Hartley legislation. As a matter of fact, at this writing, which is the 20th day of October, there are more men and women now on strike than at any time since the beginning of the First World War.

The machinery of the Taft-Hartley Bill has done nothing, in my judgment, except help to create strikes. No law based on injustice and resented by the masses of the toilers can ever be enforced. This was true of the Volstead Act, or the Eighteenth Amendment, which brought about prohibition. It stayed on the statute books of the nation for 12 or 14 years, then was so thoroughly repudiated, not only by the Congress but by two-thirds of the states, that the enactment of such legislation as the Volstead Act will never be considered again for the next one hundred years. Why? Because it was an unjust, an unfair law; it created crime, it made millionaires out of bootleggers, it robbed the Government of millions of dollars in taxes, and it affected the freedom of the masses of the American people.

It is my prediction that the Taft-Hartley Bill, when the proper time comes, will be as thoroughly repudiated as the Volstead Act.

People throughout the nation are now suffering so much from the Taft-Hartley Law—yes, innocent people—that they are learning to despise the very sound of the name of the law. Congressman Hartley has been relegated to the rear as a result of that law. While he is making some money from a few persons who listen to his prattle, he is almost forgotten in the public eye.

Is it not also possible that the Senator whose name is attached to the bill, although quite a wealthy man, may be forgotten in the years to come as was his forebearer who became President of the United States and seriously fell out with the man who made him President, his predecessor in the White House, Theodore Roosevelt?

Unjust laws can never be enforced, even with a gun. Only the laws the people believe are based on justice and fair play, laws that can be respected by the multitudes, can be enforced.

Yes, of course, labor is harassed by lawsuits and by other technical interpretations of the Taft-Hartley Bill. In every section of the country labor unions are sued for this, that and the other on the grounds that they have violated the Taft-Hartley Law. Even if the employers were successful in winning those lawsuits, labor would go on just the same, come out stronger in the end than it was before.

This is the history of every persecution. The persecution of the colored man in the southern states not many years ago, when that colored man was working under chains and under the whip in the bonds of slavery, was responsible for Lincoln taking up the fight and giving freedom to the colored man. It is true that the Negro has not obtained, up to now, the full 100 per cent freedom to which he is entitled. But, it is also true that he has made vast strides so far-reaching and so progressive that 50 years ago they were beyond even the anticipation of the colored leaders themselves.

Recall the blackest days of religious persecution, when the churches were persecuted and their representatives were murdered. Such persecutions, such unjust treatments, such cruelties and injustice were responsible for making the church of the civilized world as the years went on stronger and more sincere and more determined than it was before.

And so it is with labor. The more you attempt to crush it, the stronger it will grow. The great danger is this, that when labor comes back stronger than before, it may not easily forget those persecutions, and it may take recourse to get even with its enemies. This persecution, unjust legislation, may drive us on to a mild form of socialism, which is perhaps not a very far away step from mild communism. In other words, you cannot continuously persecute any large portion of the human race and expect that generation or the next generation to forget those persecutions immediately.

I am not so sure that labor will be 100 per cent successful in the 1950 election. I am hopeful that labor may make some gains, but I am quite sure that if the persecutions of capitalists carry on as they are now that, in 1952, with the proper leadership

in the liberal party, labor will sweep to victory without very much opposition. And, when next labor has a majority of its friends in the Congress, it may have recourse to taking over greater control of big business, which lives only for enormous profits.

No man in the labor movement has fought for honest business and for decent American free enterprise more than I have, but I am reluctant now to admit that I am getting more terrified and weakening somewhat in the opinion which I have held for fifty years as to big business and free enterprise. Free enterprise ruined England. Consequently, England had no alternative but to take over big business; and I might say, from my knowledge and acquaintance with English Labor Leaders, they were not anxious to take over business, but they had no alternative, because big business skimmed the cream from the industry for two centuries and left only the refuse, the hulk, the skeleton of business to serve England and the public and the workers who are a large part of the population of England and of every other country.

I have repeatedly said that the blindness of big business is so great that it is digging its own grave and doing more to breed communism or discontent than all other elements in our American life.

The Taft-Hartley Bill has created strikes, as witness what is going on today. There are now a million toilers out of work on strike. There are two million others indirectly affected by those strikes. When men of both sides fail to sit down around the table and agree or fail to leave it to an honest board of adjustment or arbitration, then there is something wrong with our present form of democracy. While you may consider me somewhat prejudiced—as I am, because I worked almost in a condition of slavery in and around Boston in my early days—believe me when I say to you that I am afraid of the future of big business in America because of the cruelties perpetrated by big business on the masses of the toilers through their powerful lobbying and through their successful influence on the Congress of the United States in the passage of the Taft-Hartley Bill, the Hobbs Bill and other legislation which shackles labor and which did not and will not prevent serious strikes.

Money Well Spent

There has been considerable discussion in the conservative press of the nation denouncing the British form of labor government and endeavoring to create a feeling in our country against the labor government and against England. There is no more reason for this than there ever has been for the unjustified attacks made by almost the same writers now emphasizing the danger confronting American industry and our American form of free enterprise.

A Guy Can Stand Just So Much!



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If we ever get socialism in this country or left-handed "isms" of any kind, it will be due more to the large labor-hating employers than to any other class. This includes the weak politicians who deal with big business. Russian imperialists gave Russia Communism, and big business is doing the same thing here. Organized labor has rendered service not only to its membership, but to industry and government. There is no dangerous radicalism in the American labor movement. Yes, there are a few crack-pots here and there in some labor unions just the same as you have them in any other division of our American life.

The money that we are now thinking of loaning to England has been the target for attack for those representatives of capitalism in our country through the columns of the press. They continue to keep hammering home the fact that we will never get this money back from England. I personally believe we will. England has seldom faltered in her obligation and certainly the labor movement of England, if it is humanly possible or financially possible, will not default. But, what if we don't get this money back? It is my judgment that it is money well spent to keep the balance of industry going across the water or to keep us out of war. In addition to that, every country we financially help to rearm itself—I mean legitimately rearm itself—will help us in our hour of need if we are ever pulled into a third World War, and don't be so sure that we won't. Some day something may explode in Central Europe which may lead us into another World War. But, at any rate, this money we are loaning to England and to other countries will be used in their defense and when they are defending themselves they are defending us. It is madness to think that we will not be pulled into the next World War if a war breaks out.

Of course, everyone, with a few exceptions, hates to see all of their earnings in the form of taxes go across the water. But, if we have another war anything like the last two wars, you can rest assured that your earnings or your savings are endangered, not only the amount you are now paying in taxes and loaning, but it may be necessary for our government to confiscate nearly all the money of the nation. What good is money anyway if everything else is destroyed? Liberty is more precious than money. All the billions of German marks that were floating around in the days of the First World War issued by Germany were useless when Germany lost the war, and the same could be said of the Second World War. Our money we now have, if we were to lose the next war, would be as useless as sand. In addition to having the moneys of the United States burned up in a third World War, there is no doubt in anyone's mind who understands the last two wars that we perhaps would lose five to ten million lives, the very best blood in the nation. If we can prevent a third World War by helping Europe and by keeping communism in Russia, it will be a good investment for the United States whether we ever get the money back or not, and I am of the opinion that England and the other nations we are now helping will keep their promises, will redeem their bonds and as time goes on will gradually reduce their indebtedness.

I don't know whether our money can save those countries over there, but at least we can try, because if they go under the bludgeon of communism, we in the United States cannot stand alone in a disunited, disorganized world. Help over there, and you are helping America.

Name Senators To U. S. Posts

Two former United States Senators were named to key executive posts in October by the President.

Former Senator James M. Mead of New York was appointed to a term on the Federal Trade Commission. Senator Mead had served in the Senate and did not seek reelection when his term expired. He was Democratic candidate for governor in 1946 but was defeated by Governor Thomas E. Dewey.

Former Senator Mon C. Walgren of Washington, a former colleague of the President, was named for membership on the Federal Power Commission. The President had nominated Leland Olds for another term, but the Senate refused to confirm the nomination. The President publicly accused the large corporate gas and public utility interests of knifing Olds.

The nomination of Walgren for a high executive department post was the second effort of Mr. Truman's to name the former Washington Senator to a key job. He had nominated him some time ago to the chairmanship of the National Security Resources Board. When opposition developed to Senator Walgren for that position, the President withdrew the nomination.

An appointment made recently by the President which is regarded as a decided victory for liberals and consumers was that of John Carson, former official of the Co-operative League of America. Carson had served as secretary to the late James Couzens, United States Senator from Michigan, and has been active in numerous consumers' efforts.

President Tobin Backs Actions Of Western Conference Session

Message to Conference Expresses Confidence of Success, Faith in Improvement of International Union's Welfare

VIGOROUS support was given the Western Conference of Teamsters, meeting in San Jose, Calif., October 24 to 28, in the following message addressed to the session by President Daniel J. Tobin:

Mr. Dave Beck, Executive Vice President, and
Chairman, Western Conference of Teamsters,
Chauffeurs, Warehousemen & Helpers of America
% St. Clair Hotel
San Jose, California

DEAR SIR AND BROTHER:

Will you please convey to the assembled gathering, representing over 300,000 of our members now attending the Western Conference, that I send them my heartfelt greetings and best wishes for the success of the Conference now taking place in San Jose, Calif.

Although we have reached a membership far beyond the anticipations of the dreamers of a few years ago, we have our penalties placed on our shoulders because of our success and our victories. I am proud to say that, at this moment, there is not a strike of any importance throughout the entire membership of the International Brotherhood of Teamsters. This is not due to my leadership. It is due to the men assembled in this Conference and men of their kind throughout the nation who, with their brains and strategy representing the Teamsters local unions everywhere, I repeat it is due to your efforts, to your wisdom, to your education, to your common sense and to your understanding of the principles of justice and fair play.

We are now facing on the Western Coast some very difficult situations, not from our employers who have confidence in our decency and who know us for what we are, men of honor and unions that can be trusted.

Unfortunately there are some labor unions even within the American Federation of Labor that are so jealous of our strides and progress and success that we have obtained that they have banded together those particular unions with the enemies of free government with the radicals and egg-shell misrepresentatives of labor whom we shall always have with us. The power and honesty of the Teamsters Union and its stand against communism has created even within Russia a feeling that the key to the tie-up of industry in our beloved country, the United States, is the Teamsters Union.

The inconveniences and misrepresentations we are now receiving in Alameda County, California, has been a well-laid plan by both the communistic agencies of the nation and the shallow, narrow-minded, foolish, tin-horn leaders in some labor unions.

I want your conference to gird its sword and buckle up its armor so that you will do as you always have done, fight for the principles of justice and for the welfare and solidification of the Brotherhood of Teamsters. You have never failed me in all your history.

I have been in San Jose when we had a small local union and in Los Angeles and Oakland when we had no members. Surely now with over 300,000 members represented in your Conference we have no reason to fear the final results.

I am pledging to the Western Conference every support and help within the law that I can possibly give. I want you to go onward and onward and onward, and even if you are somewhat discouraged by misrepresentation and slander, let that be an incentive for you to fight with greater determination than before.

I know and feel justified in predicting that from out of your deliberations will come unity of action and a more firm faith in your organization and in the welfare of our International as time goes on.

I sincerely and deeply regret that I cannot be with you in person but I hope and trust that you will understand that because of the many disturbing conditions within labor and with enormous strikes existing everywhere throughout the nation, not amongst the Teamsters, I must be on the job and sometimes it is quite distressing and embarrassing but we are hired to do our work and we have never been slackers.

I know that your Conference is in sound hands. In the hands of labor leaders who deserve and I know shall have your respect and confidence.

Best wishes and Godspeed to your honest, determined, decent, militant efforts.

Fraternally yours,
DANIEL J. TOBIN,
General President.

Organizing Automotive Trades

Education of Members to Look for Union Shop Card in Auto Service Shops and Stations Held Vital to Drive to Enroll a Million Eligibles

THE TASK of organization confronting the National Automotive, Petroleum and Allied Trades Division of the Teamsters International Union is one of tremendous proportions. It has been estimated that not less than 1,000,000 men and women, eligible to membership, are awaiting organization in this field of Teamster jurisdiction. That probably is a very conservative figure.

Detailed Planning

To approach such an undertaking with any hope of success first requires a great deal of thought and planning. The detail of organization must be perfected. The first step in this direction is, of course, a nation-wide survey which will produce enough of the facts to permit the directors of the program, who in this case are the members of the Policy Committee of the Division, to study its various aspects.

Where, how and when will the campaign be started? How large a drive shall be attempted? Will it be better to start in selected fields, or is the necessity for action so great that a general move all along the line should be attempted? All of these matters, and many more, have been in the minds of the Policy Committee members for several months. Some of the answers are already forthcoming, though until the national survey has been finished, and the statisticians have resolved all of the facts into their proper categories, the adoption of strategy for anything like a general campaign will have to wait.

This does not mean that organization work in the automotive field has been dropped, or that it is dormant at this time. Far from it. The very fact that the national division exists and that it is making its plans for general action has had the effect of spurring the work of the locals and joint councils in many areas. Without a doubt great progress already has been made. In some instances the efforts of organizers have not as yet been successful but their work has uncovered the opposition and brought the spotlight to play.

The Automotive, Petroleum and Allied Trades Division came into being November 10, 1948, at a meeting of Teamster Union leaders, called by Executive Vice President Dave Beck, in Chicago. This meeting was held at the direction of General President Daniel J. Tobin and the General Executive Board. The meeting was not as well attended as had been hoped, though a strong core of deeply interested Teamster leaders was present and much preliminary work was accomplished. The general problem was discussed by men who had first-hand experience in the field. They were able to compare notes and problems.

Need for Survey

Even at this early date the need for a general survey of the field was recognized. The keystone of the entire drive, the Teamsters Union Shop Card, plus the necessity of informing and educating all Union Teamsters first, received attention. It was immediately seen that before a general organizing campaign can achieve success, a tremendous job of education must be undertaken.

First and foremost is the problem of educating the members. Thousands who look automatically for the Shop Cards of other Unions—the barbers and the waitresses, for instance—must be made so conscious of their own Shop Card that they will look for it in every public garage or parking lot, in every automobile or truck agency, in all gasoline service stations, in tire shops, accessory shops and parts houses, and everywhere that Union Teamsters are, or should be employed. That is the first step.

Second is the problem of educating all Labor and of enlisting the support of Union men and women everywhere. Neither problem is easy; both will require hard, painstaking, thoughtful work. Every agency at the command of the various locals must be pressed into action. Union law must be enforced, where this becomes necessary. Wholehearted cooperation is to be sought on all sides.

It was decided, as a result of the first meeting of this Division, to call a second conference and to make a strenuous effort to attract as many delegates as possible from throughout the country and Canada. From this second conference was to come a broader plan of action and greater impetus to the entire movement.

As Vice President Beck explained at the first session, the second Conference would see the awakening into new life of a fire of organization throughout the entire field.

Goals Outlined

The Second Conference of the National Automotive, Petroleum and Allied Trades Division met at 10 a. m., Tuesday, January 18, 1949, in the Morrison Hotel in Chicago. It was called to order by Melroy Horn, Chairman, and Vice President Beck immediately laid before the several hundreds of delegates in attendance the program and the goals of this branch of Teamsters organizing activity.



Service station employes form an important group of workers among whom organization efforts are being made by the Automotive Trade division of the Teamsters' International.

Vice President Beck called attention to the need for a very widespread program of publicity, including the use of all Labor newspapers wherever available, the use of transcribed recordings, pamphlets and circulars, as well as direct letters, to carry the Shop Card message to our Unions and their members and to do a selling job.

The Automotive Division, and the locals all over the continent which have automotive employes in their membership, or which hope to organize such workers in their jurisdiction, have the right to expect and to receive the help and cooperation of all Teamsters Unions of all kinds, Vice President Beck said. Milk truck drivers, over-the-road drivers, warehousemen, all Union Teamsters, in fact, should be impressed with the fact that it is their duty to assist by demanding the Union Shop Card and by refusing their patronage where the Shop Card is not shown.

Beck also pointed out that when Union Teamsters themselves carry out this obligation to the fullest, they will be patronizing brother Teamsters who pump gas, sell tires, and render many other services. Union Teamsters alone purchase millions of gallons of gasoline, and thousands of gallons of oil, and thousands of tires, every year for their private cars. They control these purchases: they have a right to say whether they shall be made in a Union shop or in a non-Union shop. The first goal of the Division, he said, is to educate these Union Teamsters and

to funnel their purchases through Union sources.

This is a long-range program, he pointed out. It is not going to be carried out in a day, or a year, or even in ten years. First must come the careful planning. The start must be made, however, all along the line by the locals and joint councils. Vice President Beck stressed this fact in a special call to all joint councils in which he appealed to them immediately to start organizing campaigns.

Objectives Stated

Vice President Beck warned the Conference to keep in mind at all times that its purpose in conducting this great organizing campaign is to improve the wages, hours and working conditions of the members of Teamster Unions everywhere. He told of the experience of the Western Conference of Teamsters, where similar methods of organizing have been in effect since 1937, and where wages and working conditions for the members have improved spectacularly as a result.

Following Vice President Beck's address, which was received with thunderous applause from the delegates, Chairman Horn announced the following members of the Division Policy Committee.

Melroy Horn, Chairman, Automotive, Petroleum and Allied Industries Employes, Local No. 618, 4113 Forest Park, St. Louis 8, Mo.

Gordon Lindsay, Executive Secretary, Director, Automotive Trades Division, Western Conference of Teamsters, 552 Denny Way, Seattle 9, Wash.

William Sullivan, General Teamsters Local No. 362, 448-B Sibley St., Hammond, Ind.

Frank A. Hatfield, Garage, Automotive and Service Station Employes Local No. 495, 846 So. Union Ave., Los Angeles 14, Calif.

Harry A. Jackson, Petroleum, Tire, Automotive Service and Parts Drivers Local No. 977, 706 First Ave. No., Minneapolis, Minn.

Joseph Caminiti, Filling Station Operators and Attendants Local No. 982, 1608 West National Ave., Milwaukee, Wis.

John T. Burke, Auto Mechanics and Helpers, Gasoline Station and Parking Attendants, Local No. 917, 265 West 14th St., New York 11, N. Y.

John L. Smith, Milk and Ice Cream Drivers and Dairy Employes Local No. 869, 21 So. Franklin Ave., Wilkes-Barre, Pa.

Edward Heck, Petroleum Haulers, Garage, Station and Parking Attendants Local No. 703, 407 Plum St., Cincinnati 2, Ohio.

Albert C. Helm, Gasoline Station, Garage and Parking Lot Attendants Local No. 946, 2070 East 22nd St., Cleveland, Ohio.

Lester F. Baum, Service Station Attendants, Operators and Warehousemen's Local No. 971, 225 No. Illinois St., Belleville, Ill.

Daniel DeGregory, Automotive Chauffeurs, Parts and Garage Employes Local No. 926, 1735 Pennsylvania Ave., Pittsburgh, Pa.

Charles G. Fitzpatrick, Truck Drivers and Helpers Local No. 170, 50 Trumbull St., Worcester, Mass.

Edwin Dorsey, Automotive, Petroleum and Allied Industries Employes Local No. 618, 4111 Forest Park Blvd., St. Louis 8, Mo.

James White, Drivers and Employes of Petroleum Industry Local No. 273, 1945 Fifth Ave., Pittsburgh 19, Pa.

Arnold Moss, Garage and Service Station Employes Local No. 665, 106 Valencia St., San Francisco.

Dominic John Zenga, Teamsters Local No. 496, 161 Massachusetts Ave., Boston, Mass.

Edgar Hartser, Teamsters Local No. 821, Des Moines, Iowa.

Dale Ferris, Teamsters Local No. 604, 4111 Forest Park Blvd., St. Louis 8, Mo.

Anthony Battle, Teamsters Local No. 516, Albany, N. Y.



Such cartoons as this prove useful in service sign drive.

Frederic Moss, Teamsters Local No. 376, 276 Seneca St., Buffalo, N. Y.

Chairman Horn scheduled meetings of this Policy Committee at once, and after the general session of the Division had completed its preliminary work a general advisory program of action was adopted. This program called for the publication of literature, the advancement of the Shop Card campaign generally all over the country, stepped up publicity to the members, and a financial program which would enable the Division to function.

Plans Formulated

A second meeting of the Policy Committee of this division was held at the Morrison Hotel in Chicago on Thursday, April 28, 1949, at which general plans for publicity were further discussed, and a committee of three to direct this activity was named. The question of a survey of the entire field to determine the number organized in each phase of jurisdiction and the number unorganized, the areas in greatest need of organization activity, was discussed in detail. A questionnaire to be sent throughout the continent to Teamsters locals was carefully studied, and the Executive Secretary was instructed to get it printed and distributed, with an accompanying letter explaining the necessity of furnishing the information sought. This second meeting of the Policy Committee not only was well attended but saw many hours of serious work on the problems the organization faces in the coming months.

Mats of cartoons on the subject of Teamsters Union Shop Card, published by The Washington TEAMSTER, were distributed at cost to delegates at the January meeting, for publication in Labor papers throughout the east and south, and many of these have appeared. Future cartoon series to promote the Shop Card are in the making.

A circular in color, carrying a replica of the Teamsters' Union Shop Card, also was ordered published, and more than 100,000 have been printed and distributed. Other circulars of similar nature also have been published by various locals in carrying out their own organization drives.

The general survey questionaire, which is now in the mail or has been received by Teamster locals, asks for the following information:

Does your local union have jurisdiction in the Automotive, Petroleum and Allied Trades Division? If not, which local in your area has such jurisdiction? Are you willing and ready to assist in an organizing drive in this field? If your local union has jurisdiction in this field is an active organizing drive on at this time? Are you using the International Shop Card? If so, how many are displayed? Are your sister locals cooperating? What other specific methods are you using in addition to the Shop Card in organizing this jurisdiction?

The questionnaire then asks each local union to list the number of men and women organized, or unorganized at the present time in each of the following classifications: Automobile and truck salesmen, new automobile and truck dealer shops, parts dealer shops and warehouses, tire shops and rubber companies, parking garages and lots, truck and fleet maintenance shops, miscellaneous automotive jobs. In the petroleum industry, each local also is asked to list the number of organized and unorganized in following types of jobs: city delivery drivers, petroleum transport drivers, bulk plant or terminal employes, distribution plant and yard employes, service station employes.

Appeal for Information

Chairman Melroy Horn issued an appeal for each local union secretary to gather the information as carefully as possible and in the shortest possible time and fill in his questionnaire and send it to Gordon Lindsay, Executive Secretary, at the headquarters of the National Automotive, Petroleum and Allied Trades Division, 552 Denny Way, Seattle 9, Wash.

A study of the jurisdiction of this division has brought out the fact that many men and women employed in the following industries are eligible to Teamster membership:

Automobile, truck, bus and trailer manufacturing plants; factory branch service garages; agencies, distributors and dealers; motor rebuilding and parts reconditioning plants; automotive supply, equipment and accessory manufacturers; jobbers, distributors, retailers and wholesalers; tire, rubber, battery, radio, radiator, parts companies; petroleum bulk plants, terminals, refineries, processing plants, distributors, jobbers, service stations, and automotive repair garages; fleet maintenance of all types; all employes working on the maintenance of all types of automotive equipment; garaging storaging, transporting, delivering, handling, servicing, rental, maintaining any and all types of automotive equipment.

Job Classifications

Following are the job classifications suggested to the local unions in determining jurisdiction and in organization work:

Automobile salesmen and demonstrators, service and accessory salesmen, lubrication men, undercoaters, specialized polishers, washers, tow truck drivers, panel parts truck drivers, pickup drivers, motorcycle riders, car unloaders, working parts department managers, assistant managers, head countermen, countermen, city buyers, order clerks, parts department helpers and stock and parts men, pickers and packers, stock clerks, inventory and file and record clerks, shipping and receiving clerks, janitors and porters, watchmen, working foremen, vulcanizers, mouldmen, shop helpers, mileage department employes, tire and service repairmen, battery service and repairmen, fleet maintenance men, gasoline and oil dispensers,

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Fight for Justice in Steel Strike

Leaders of Steel Workers Union Were Forced To Strike; History of 'Big Steel' Is One Of 'Sweat and Blood' Tyranny Over Workers

By DANIEL J. TOBIN

THE steel strike, in my judgment, could not have been prevented, because the largest manufacturer of steel is the United States Steel Corporation, which is not controlled by the head of that institution, Mr. Fairless, or other gentlemen of his type, but is controlled secretly from the board room of a large banking institution in New York.

The heads of the steel company, so-called, are just "front men."

Board Controlled

This large financial institution which influences and controls the Board of Directors order what they want done, and they were determined to stop the steel workers' union. If the steel workers did not make a claim or request for the betterment of conditions at this particular time, later on—perhaps next year or the year after—the steel workers would be confronted by a decision from the Board of Directors of the United States Steel to accept a reduction of wages, because of the loss of profits in the company, so that the Steel Workers' International Union was really compelled to stop working.

I know the officers of that union did not want to strike, that they did everything in their power to stop the strike, but now or later, there was going to be a strike which the company wanted. If we did not have the strike this year, it would certainly come next year or the next year by a threat of a substantial reduction in wages which the workers would have to resist.

I happen to remember a previous strike in the steel industries. The workers were poorly organized at that time, but they went out on strike. Mr. Gompers and I were returning from Amsterdam, Holland, where we had been in session for two weeks endeavoring to resurrect the International Federation of Trade Unions after the first war. We were somewhat successful in our mission and were returning home on the steamship *George Washington.* At sea, Gompers received a wireless from the labor officers in charge of the steel strike asking him if he would endeavor to hold a conference with Judge Gary in New York on our arrival next day, for the purpose of trying to get some kind of reasonable, decent agreement to bring about a settlement of the steel strike.

Refused to Talk

After we landed, we were rushed to our hotel, and a committee from the steel workers' union and some local labor men waited on Mr. Gompers, and he promised to try to see the president of the United States Steel Corporation, Judge Gary. I was getting ready to leave for Indianapolis, but Mr. Gompers implored me to go with him to see Judge Gary. I decided to stay over until the next day. For four hours Mr. Gompers tried to reach Judge Gary's office in New York City and for four hours they told him the Judge could not be reached.

Finally, a private secretary of Gary informed Mr. Gompers, president of the American Federation of Labor, that Judge Gary did not believe that there was anything to discuss in the steel strike.

Therefore, openly and brazenly, he refused even to talk to the president of the American Federation of Labor. Nothing further happened and eventually the poor strikers and their families, starved into submission, had to go back to work as almost brow-beaten slaves.

Although the strike was lost and all those men were humbled to the dust, that resentment and hatred of Gary and the United States Steel never left the minds of those beaten and starving strikers, and it was handed down to their next generations.

When the Wagner Act went through after the election of President Roosevelt in 1932, the steel workers were given liberty. They were allowed to join a union. Before the passage of this Act, if a man joined a union in that steel industry, he was discharged immediately. Spies of the employers honeycombed the employment. The conditions were so unbearable it was almost impossible for the average American to understand such cruelty and persecution and slavery could prevail under American institutions of free government, which is supposed to be based on justice.

Conditions Exposed

The Protestant churches at that time were very anxious to look into the affairs and the cruelties and the persecution of the United States Steel Corporation. One of their representatives wrote a book and, for the first time, exposed the rottenness of the steel corporations.

This was before the passage of the humanitarian laws that now protect the workers through workmen's compensation, through accident and through the other dangerous conditions that crushed out the lives and crippled thousands of steel workers.

In those days, a great many foreigners who could not speak the English language, especially from Poland and other such northern European countries, were employed in the steel mills. They had no one to go to, their families were destitute and starving, and because they did not fully understand the laws and procedures in our country, I am almost tempted to say they were starved into destitution and poverty in a manner bordering on murder.

Represented Council

I remember also once when serving on a committee set up by President Woodrow Wilson right after the ending of the first World War, I represented the Executive Council with other members of that body. Such men as John D. Rockefeller, Judge Gary and others of that type represented big business, and men like Bernard Baruch represented the general public. We were meeting in the Pan American Building in Washington, trying to reach some kind of a better understanding before the real depression came. The Secretary of Commerce at that time, Mr. Franklin Lane, was presiding over the conference. After ten days of discussion we finally reached an understanding which mostly was a preamble, but it wound up with the words that labor and the workers shall have the right to organize if they so desire and choose representatives of their own choosing.

Labor agreed to this and so did that part of the general committee representing the public. The employers' group had chosen Judge Gary as its spokesman within the general conference and, although I am satisfied that many of the employers, including Mr. Rockefeller, were somewhat agreeable to this declaration because they could see nothing in it that was dangerous to business, Mr. Gary arose and said that he could not agree to this declaration without first consulting his associates in the United States Steel Corporation.

This was on a Thursday afternoon, and it was agreed that action on the declaration be postponed until Monday morning in order to give Judge Gary an opportunity to go to New York for advice, guidance and instructions. Nearly everyone was of the opinion that Judge Gary would come back agreeing to the proposal. On Monday he returned from the financial institution board room in New York referred to above, which met on Saturday afternoon after banking hours. When Judge Gary arose, we all listened in deep silence for his answer, and his answer was, "Gentlemen, the United States Steel Corporation cannot possibly agree to such a radical declaration."

Opposed Eight-Hour Law

Previous to this, he had made a declaration against the eight-hour law. Steel workers were then working two shifts of twelve hours during busy periods. The average ordinary day was twelve hours, six days per week. He said if the United States Steel Corporation were to ever agree to the eight-hour day or if the eight-hour day was forced upon them, they would have to close up shop and go out of business and liquidate. Well, Judge Gary has passed away and so has the head of the financial house in New York at that time, and as the years have rolled on, not only has the eight-hour day been established in the steel industry, but a shorter work day was established in the later shifts and the six-day week has been, in many instances, abolished. Holidays have been paid for to day workers, benefits have been set up, the union shop prevails everywhere in the industry and last year and the year before the steel companies, nearly all of them, headed by the United States Steel Corporation, made more money than they ever made in their history.

When the United States Steel Trust was being formed, the biggest manufacturer then of steel was Andrew Carnegie, who at his death was worth over $250,000,000. He never stood for union labor—he crushed labor. Anyway, it was decided to merge the several companies into one, and the claim is that Andrew Carnegie demanded cash or gilt-edged bonds. When they asked him if he would take some of the common stock in part payment, he said no. Some financier said to him, so the story goes around the inner circles of high finance, "Will you take some common stock of the United States Steel after the merger is complete?" He said, "No." This man said it is not watered stock, a term used then of stock of not much value, and Carnegie's answer was that it was not even as good as water. That common stock which Andrew Carnegie claimed was not as good as water has sold as high as $150 per share. The stock has been split up several times so that those who took that so-called watered stock of those days have become extremely wealthy.

Profit From Sweat

This story is only for the purpose of trying to show the hundreds and hundreds of millions of dollars that have been made by the United States Steel Corporation and other companies out of stock and paid to stockholders which was not considered even as good as water. Those enormous profits have come out of the sweat and blood of the toilers by cheating them out of a decent living wage. Oh, yes, I know that the higher-ups will tell you it was from skilled apparatus and from the ingenuity of the engineers and the financiers. That is 90 per cent bunk. The profits were made from the toil and labor of the multitudes who were even then deprived of the right to join a union and who had to work 72 hours a week under Judge Gary and others for a miserable starvation weekly wage.

I am speaking from experience, and any capitalist who desires to challenge these statements can dig up the records, and I will help prove these facts are correct. Remember, I hate communism, but such facts as I have referred to herein have

made us an open target for the spreading of communism. The workers go anywhere for promised or fancied relief, those especially who have suffered under employers as many of us have, and particularly the steel workers. They fall for any doctrine to get relief from their sufferings and now, I repeat, if it had not been for the humanitarian legislation enacted for 12 years by the Roosevelt Administration we, too, might be, or a large portion of the American workers might be in the communistic fold or very close to it.

There will be no ending of the steel strike, as I see the picture now, for some time to come, although I hope it ends tomorrow. There should be some method of adjustment. Surely, if we are powerful enough to win two World Wars for the sake of humanity and civilization, we ought to be able to get those unscrupulous corporations which have paid out millions of dividends on watered stock to sit down and abide by a fair and honest, humanitarian tribunal. Big labor-hating capitalists crush some labor organizations temporarily, but they never can crush for very long the multitudes of the workers of the nation. Instead of that, they are crushing themselves and by their power and persecution, politically and otherwise, they are digging their own graves and doing more to sprinkle the seed of communism throughout the nation than all the agents of the Russian Government.

Those crushed to earth shall rise again. The steel workers will eventually win. All who can should help them.

Warning to Ohio Voters

The campaign to defeat Robert Taft starts November 8 this year—NOT NEXT YEAR. If you fail to vote November 8 you will be doing Robert Taft a favor. Unless you vote NO against the referendum to change the Ohio ballot, you will be giving Taft a 100,000 vote advantage before the 1950 election even starts.

This is what Joseph D. Keenan, Director of Labor's League for Political Education, said recently about Taft's scheme to jimmy the election laws in Ohio.

"This November the voters in Ohio are asked by the Taft machine to vote for a referendum to adopt the Massachusetts-type ballot which lists candidates by office rather than by party. Needless to say, the confusion and difficulty in marking this type of ballot will result in long queues at the voting places on election day in 1950. Many will get discouraged and leave. Many will be so confused and discouraged by the task of selecting out each candidate that they will not mark the ballot completely or carefully. The Taft forces have spent 85 thousand dollars to get petition signatures for this referendum. Why? Because they frankly expect Taft to benefit to the tune of at least 100,000 votes by this maneuver. Who put up the 85 thousand dollars? Heading the list is the Cleveland Chamber of Commerce, $19,000; along with the Mahoning Valley Industrial Council, $3,000.

"Now, of course, you wouldn't believe that great, honest American statesman, Robert Taft of Ohio, would stoop to these techniques of jimmying the voting laws. But the fact is that Taft is an old hand at the game. As you will remember, in 1940 the Taft-Bricker crowd succeeded in separating the presidential ballot from the general one. The purpose was to nullify the effect of President Roosevelt's name at the head of the ticket. In 1944, Bricker and Taft succeeded in making it almost impossible for servicemen overseas to vote. They did this by making it illegal for Ohio servicemen to vote on the standard national servicemen's ballot used overseas. Thus, they managed to keep thousands upon thousands of soldiers and sailors from casting ballots against Isolationist Taft. Taft squeezed in with a 17,000 vote margin.

"In the 1948 election they introduced some tricky rules which confused the voter marking his ballot. As a result, a 200,000 Truman lead was cut down to 7,000 by invalidated ballots."

If you don't want Taft to steal 100,000 votes, be at the polls November 8. See that every adult member of your family goes with you. For your own sake, vote NO against the adoption of the Massachusetts-type ballot.

Two Baltimore Men Place in Roadeo

Two Baltimore teamsters, William K. Heiser and Charles J. Mack, both employed by the Davidson Transfer and Storage Company, took first and second place, respectively, in two divisions of the Maryland truck "Roadeo" held in September.



Brother Heiser

Brother Heiser topped 26 other entries in the tractor-trailer contest to be named state champion. Of his seven years as an employe of Davidson Transfer, five have been accident-free. Brother Heiser became eligible to enter the national competition at Boston.

Brother Mack placed second in the "straight job" competition. Awards were made by William Bishop, chairman of the Governor's Safety Committee.

Russian Slave Labor Exposed!

New Factual Book "Slave Labor in Russia" Is Praised by Tobin; Red "Atomic Slaves" Are Worked in Uranium Mines Until They Drop Dead

"WE HAVE no place for Communists in the Teamsters. We have no place for Communists in the American trade union movement. We have no place for Communists in America."

With these observations General President Daniel J. Tobin commented on the new American Federation of Labor book "Slave Labor in Russia." This book which contains the AFL's case against the U.S.S.R. as submitted to the United Nations was released at the 68th convention of the Federation at St. Paul, Minn., last month.

The American Federation of Labor has been the leading advocate of an international investigation of forced labor conditions in the Soviet Union. The AFL has supported its charges of inhumane labor conditions by citing chapter and verse on labor conditions.

Just as the AFL book was being released to the public, news dispatches came from Europe saying that the U.S.S.R. is making a new roundup of slave labor for its mining operations. This news proved most timely because one of the chapters in the AFL book describes conditions in the uranium mining areas of Czechoslovakia and Germany under Soviet control. These "atomic slaves" are being used to dig out precious uranium to supply the Russians with the vital mineral necessary for experimental work in nuclear energy and in the preparation and manufacture of atomic bombs.

No Committee Named

To date no international committee from the International Labor Organization or from the United Nations has been named. The Secretary-General of the UN has been instructed to make an inquiry with the UN member nations in order to determine whether or not a forced labor investigation would receive cooperation. To date all returns are not in and the matter will likely be pressed before the present session of the General Assembly adjourns.



CORLEY SMITH
Exposed slave labor code



WILLARD THORPE
Fought for forced labor study

Russia and her satellites have opposed the forced labor study and the Soviet-dominated World Federation of Trade Unions has also gone on record as "threatening" expose of the United States and other nations if the forced labor matter is insisted upon by the Economic and Social Council.

"Slave Labor in Russia" is a factual exposition of the forced labor as the AFL has found it through its various channels of study and investigation. The book rests its case on factual evidence and not mere unsupported charges.

Included in the documentation of the book are statements from Willard Thorpe, U. S. Representative on the United Nations Economic and Social Council, and Miss Toni Sender, of the AFL consultants to the UN; a series of "case histories" in affidavit form from a number of persons, including Russians, who have escaped from slave labor camps of the U.S.S.R.; the chapter on uranium slaves; documents from the United Nations, and finally the "slave labor code" of the Soviet Union from Russian official sources.

Mr. Thorpe, speaking on behalf of the United States, made an eloquent and persuasive plea for an official international investigation of slave conditions. Mr. Thorpe, in his statement said:

"Today we have before us a document which alleges that millions of human beings behind another line are being forced to live and to work under conditions which are tantamount to slavery. This is a serious charge coming from a responsible source with considerable evidence

behind it. Such a charge cannot be ignored. If it lacks foundation, the accused countries should desire and be given every opportunity to have their reputation cleared. If it is correct, then the members of the United Nations, pledged by the Charter to promote 'universal respect for, and observance of, human rights and fundamental freedoms for all' must face the issue squarely.

"No country represented here can afford to ignore the growing evidence of appalling widespread use of forced labor in the Soviet Union and certain other areas. Despite the thick curtain of secrecy maintained by the Government of the Soviet Union, enough information has come to world attention from Soviet sources, as well as from a steadily increasing number of other sources, to point the need to turn the searchlight of inquiry in this direction."

One of these areas to which the "spotlight of inquiry" would be first focussed would undoubtedly be the uranium mines. The AFL book has a timely chapter on working conditions in these areas. In describing working conditions, the AFL indictment says:

"Safety precautions are neglected. Fatal accidents are very frequent and poisoning by mine gas is an almost daily occurrence.

"Working conditions are primitive. Standard drilling equipment consists of German hand drills. The elevators and hoists are hazardous and the shafts and tunnels are very badly lighted. Electric motors break down very frequently, requiring the use of ladders instead of hoists. Pumps are insufficient in number and frequently break down with a consequent flooding of the mine. Miners sometimes work waist-deep in water. Ventilation is very poor, causing a large number of casualties due to asphyxiation. The mine is not shored up, mainly because of a lack of mine timbers. . . .

"The labor turnover is estimated at 100 per cent each three months, caused about equally by desertion and illness or injury."

The series of "case histories" in sworn form by a number of persons who have succeeded in getting out of Russia provides convincing evidence of the conditions prevailing in many of the forced labor or slave labor camps of the Soviet Union. These affidavits come from both men and women, from scholar and workmen, from engineer and administrator. The cross-section indicates that the Russians apparently play no favorites in their abuse of human dignity.

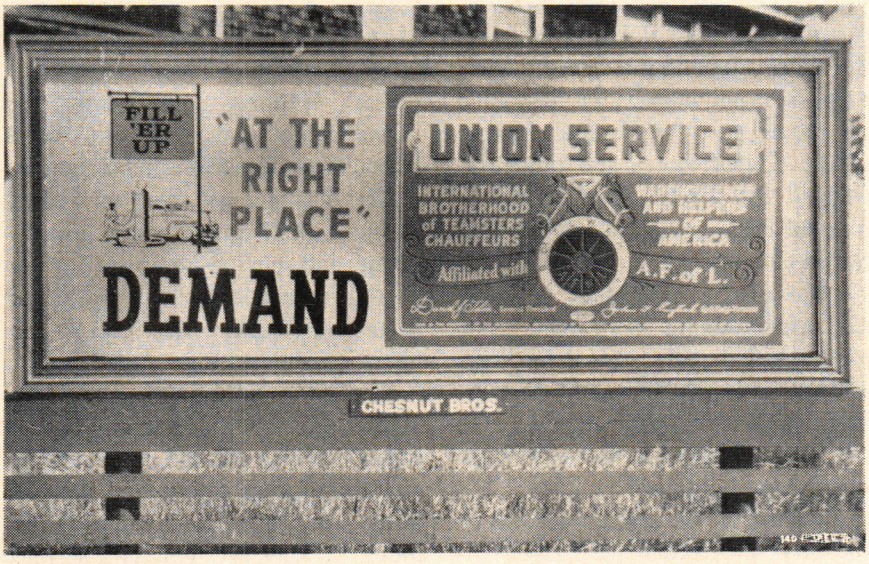
One of the most sensational sections of the book is that devoted to reprinting from Russia's own official sources the "Corrective Labor Codex of the Russian Soviet Federated Socialist Republic." This "corrective" code to Russia is a slave labor code to those affected by it.

The code was made part of the United Nations record upon introduction before the Economic and Social Council of the document by the British delegate, Corley Smith. This document, in the words of Matthew Woll, chairman of the AFL's International Relations Committee provides "irrefutable proof of the monstrous slave economy to which all those in the Kremlin orbit are today subjected. . . . Herein is revealed the distressing fact that punishment, vengeance and ruthless exploitation of many by man for the benefit of an ever-narrowing power-mad clique is an organic feature of the entire economic system of Soviet Russia and its concepts of law, justice, and even education."

AFL President Green in discussing the slave labor indictment of the Federation says:

"The menace of slave labor is of momentous concern to the labor movement and to all others who believe in the dignity and sacred character of man. It is the function of trade unions to make human rights and freedom effective for those who work for wages. The free trade union movement has played a decisive role in the progress of humanity towards an ever-greater realization of freedom and democracy. The nature and extent of this progress are reflected in extension of freedoms and the rights of working people. Just as the abolition of serfdom and bondage accompanied the rise of modern democracy, the continuous progress of democracy depends upon the extension of the rights and responsibilities of free labor as well as upon the enrichment of opportunity for all."

Stop at the Right Place



Teamsters in Des Moines, Iowa, are boosting the service sign through erection of the above billboard on all main highways leading into the city. Signs have been erected by General Team and Truck Drivers, Local No. 90.

Use of Injunction Condemned

Action of One Union in Obtaining Injunction Against Second Is Made Part of AFL Conclave Deliberations; Public Disapproval Expressed

By DANIEL J. TOBIN

THE AMERICAN Federation of Labor has been a leader in the fight against the use of the injunction in labor disputes.

The injunction clause in the Taft-Hartley law has been one of the points of bitter contention between organized labor and those who would shackle labor through legal curbs.

At the recent convention of the AFL in St. Paul a regrettable matter involving the use of the injunction was brought to the attention of the convention. During the second day's session President William Green brought before the convention information involving a jurisdictional dispute between two AFL affiliates.

Dispute Participants

The dispute concerned the American Guild of Variety Artists and the American Federation of Musicians. The subject matter of the jurisdictional dispute was not discussed, nor does the basis of dispute for purpose of these observations especially concern us. President Green informed the convention that the American Guild of Variety Artists had resorted to the injunction in its dispute against the AFM. The Variety Artists had appealed to a New York court to prevent the AFM from transgressing on what it, the AGVA, considered its jurisdiction.

In discussing this situation before the convention, President Green said, "All of you are acquainted with the record made in the fight originated by the American Federation of Labor against resort to the use of injunctions against labor, and as a result of that fight we succeeded in bringing about the passage of the Norris-LaGuardia Act which made labor free from the control of the judiciary of the nation throughout the United States by injunction proceedings.

"We celebrated when we secured the passage of that act. It was a great event in the development of our organizing life and activities. Now it seems inconceivable that a member of the family of labor would resort to the use of that method that we denounced so many years ago and succeeded in having abolished through legislative action. . . .

"It is the policy of the American Federation of Labor to settle our jurisdictional disputes within the family of labor, and that is the method we insist shall be employed and the policy pursued by organizations affiliated with the American Federation of Labor."

Public Disapproval

There are at least two forceful reasons why it is a serious mistake for one union to resort to the injunction in a dispute with another:

First, it is an inconsistent course of action in the light of the AFL history in relation to the injunction.

Secondly, by using the injunction the union employing the writ is placing a weapon against labor in the hands of labor's enemies.

It is a matter of history in this country that the courts have been by and large, regarded as the great protectors of property rights. Judges, particularly those on the Federal bench with life tenure, are not as amenable to the public will as are members of a legislative body who must come before the electorate for approval through the ballot. The judiciary is usually a conservative institution in any country. Those with great stakes of property to control and to manage for many years used the courts as means whereby labor was oppressed.

One of the greatest victories ever won by trade unions occurred when the Norris-LaGuardia Act was passed in 1932. It is fitting to note that the act takes its name from two of the greatest fighters for labor ever to sit in the United States Congress. Both men were fighting liberals. Both felt that this country had long paid too much attention to property rights and safeguarded them regardless of the effect on human rights.

Great Advance

This act was one of the greatest advances of labor in the field of legislation and was destined to be a landmark in labor law. The act remained on the books until passage of the Taft-Hartley Act. This act indirectly repeals the Norris-LaGuardia Act. And this observation brings me to the second reason why I believe it was a great mistake for one union to use the injunction procured against a sister union.

During the recent session of Congress an effort was made to attempt repeal of the Taft-Hartley Act. The debates in Congress were long and detailed with every possible angle of the act given careful consideration. One of the real points at issue in all of the debate was the use of the injunction. And those of us who remember the struggles of labor 25, 30, and 40 years ago know that the injunction was a heavy weapon

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EDITORIALS

A Bitter Indictment

Elsewhere in this issue of "The International Teamster" appears an article of the new American Federation of Labor book "Slave Labor in Russia."

This book was released at the AFL convention and contains the evidence submitted by the Federation before the United Nations. The AFL has been the leader in advocating an international investigation of forced labor in the Soviet Union.

The book contains first-hand affidavits of actual suffering by a number of persons who have escaped the rigors and tortures of the slave labor camps. The story of imposed servitude by a modern nation is a dark spot on civilization. We hope that some action can be taken soon to see that the world spotlight of public inquiry by a responsible international committee or agency can be turned onto the conditions cited by the AFL.

Labor Has a Stake Too

Strong pleas have been made in the United States Congress for consideration of union labor in any Point 4 assistance program which the Government may develop for overseas areas.

One solon told the Foreign Affairs Committee of the House of Representatives that unless union labor is recognized and labor standards are raised in connection with the Point 4 program, the U. S. will be creating an "industrial frankenstein." And another Congressman declared that sweatshop conditions could easily wreck the Point 4 program.

The President's "Point 4" is a noble concept, calling for the development of the world's backward areas with the aid and assistance of American savvy and "know-how." One root cause of the present chaotic world condition is the maldistribution of food. If, in the carrying out of Point 4, unproductive areas are made to bloom, a great deal will have been done to ease world unrest.

But this development, as the speakers in the Congress made clear, should not be carried out in a manner that will exploit the people the program is designed to assist. It is significant that men in the Congress are aware of this possibility.

Promoting the Union Label

The recent report of the Union Label Trades Department of the American Federation of Labor given at the St. Paul convention indicates that success is growing in the campaign to promote the use and recognition of the union label.

Sometimes some of our members who are old-timers in the trade union movement, remembering the early days of organizing and the value of the union label, forget to educate and properly to indoctrinate our younger members with the importance of the union label. In these days when collective bargaining is no longer a serious public issue and when unionism is the accepted rather than the unusual course of action, we may neglect to recognize the value of the label.

Teamsters have a great stake in both the union label and the service card. We should make it a first order of union business to use the label to the utmost and see that all of our members know, realize and recognize the value of the union label at all times.

A Break for the Aging

The problem of jobs for the aging members of our population—"senior citizens" as they are often called—is one which is receiving additional attention year by year as the experts point out that life expectancy is increasing.

It used to be that when a man got into the upper forties he experienced job difficulties in case he had to switch employers for some reason beyond his control. Today, thanks to both liberal and labor forces and to a more enlightened attitude on the part of industry, there seems some promise for a decent break for the aging.

Recent surveys by business groups show that fitness for work rather than an age level should and is to a growing degree determining capacity for holding a job. These surveys also show that workmen's compensation rules and pension plans are not adversely affected by giving decent consideration to the older workers.

This growing trend is a rational recognition of the plight of millions. We hope the enlightenment along these general lines continues.

A Continuing Need

The unpredictably serious epidemic of polio in 1949 has depleted the treasury of the National Foundation for Infantile Paralysis. Thus a special drive for funds has been in progress in order to carry on work which is in the nature of a continuing need.

Last year there were 28,000 polio cases and in 1949, when all returns are in, the figure will be well above 30,000, the largest number in any one year since the record high of 1916.

During the present epidemic the Foundation has spent more than $7,000,000 in cash for medical care to supplement the expenditures of local communities. Some 600 "iron lungs' were provided and the services of more than 2,000 nurses and many special therapists.

Due to the work of the Foundation and the growing acceptance of the health responsibilities by general hospitals more than three-fourths of the polio cases are emerging as cures or with only slight handicaps. This marks a substantial advance from the stage of treatment and cures of a generation ago.

This continuing need is a major one and the Foundation deserves support in its request for aid.

Danger to Truckers

Increased highway traffic calls on a growing degree of care on the part of all drivers, both of commercial and pleasure vehicles. The business of highway safety on the part of all drivers is a many-fold responsibility.

First, of course, the responsibility lies with the driver, whether he be trucker or pleasure driver. Secondly, the responsibility lies with the governmental agency in whose charge the streets and highway care rests. Finally, society at large must recognize its responsibility in the broad field of traffic education. As the familiar, but trite slogan goes "safety is no accident." To keep safety records high a pronounced degree of education is necessary.

One of the dangers to truckers on the highway is the bright and uncontrolled glare of headlamps. States have taken steps toward requiring proper regulation of headlights, but inspections are often lax or there may be many months or even a year between inspections. This means that dangerously glaring headlights wholly out of proper control can be constant highway menaces for many months.

While the danger is great on all motorists, it is especially dangerous to truckers who have to wheel heavy rigs on scheduled runs. The large trucks are not as easy to control as the family passenger car on even the best of highways.

It would be highly in the interest of the motoring population, both pleasure and commercial, if everyone driving a car would pay a bit more attention to the danger of headlamp glare. The National Safety Council says we have a nighttime accident rate three times that of the daytime period. Perhaps more care all around would reduce this tragic rate.

Congratulations

For the third successive year "The Oregon Teamster" has won recognition among labor papers in the annual International Labor Press competition announced at the recent AFL convention.

This year "The Oregon Teamster" was accorded first honors in typography and presswork among weekly labor papers and second prize for having the best front page in news style weeklies.

Last year this paper won third for editorial excellence and in 1947 first for typographical excellence.

Congratulations from the International Brotherhood to "The Oregon Teamster" are in order.

A Forward Step

President Truman late last month affixed his signature to a bill increasing the minimum wage from 40 cents to 75 cents per hour.

The highly-unionized crafts too often do not pay sufficient attention to the underpaid workers who are poorly organized or not organized at all. But those of us who have been in trade union work for many years know that what affects one segment of labor affects all. We know that if we have a great body of workers who toil under substandard wages, that those of our brethren who are more equitably paid are affected.

AFL Maps Political Campaign

Two-Pronged Drive to Solidify Labor Votes And Get Additional Members Is Launched as Major Objective by 68th Annual Convention

INTENSIVE organizational and political action drives emerged as the two major plans of the American Federation of Labor as it ended its 68th annual convention, held in St. Paul, Minnesota, on October 10.

The A. F. of L. proposes a recruiting drive to get a million new members in the organization during 1950. This drive, to begin in January, will constitute a centennial memorial tribute to Samuel Gompers, first president of the organization, who was born 100 years ago in 1850.

The other drive proposed by the convention, equal in importance, is to so organize the political action that a liberal Congress will be elected which will repeal the anti-labor Taft-Hartley Law which still remains on the books as the 81st Congress has adjourned.

These two drives are to be the foremost domestic efforts of the A. F. of L. in 1950. On the international front the organization pledged itself to a program of world action backing up the formation of a new, democratic and free international trade union organization and support of a firm U. S. foreign policy to repeal communism and fascism in Asia, Europe and Latin America.

Other actions taken by the 700 delegates, meeting in the St. Paul Civic Auditorium, included:

Unanimous reelection of AFL President William Green, Secretary-Treasurer George Meany and all other members of the Executive Council.

Adoption of proposals to get the Senate to liberalize the social security bill passed by the House of Representatives; to get congressional enactment of a broad national health program, and repeal of taxes on sales, pay rolls, amusements.

A change in the convention meeting time to the third Monday in September annually and receipt of invitations to go to Houston, Tex., Cleveland, or Miami in 1950.

Speeches by Secretary of Defense Louis A. Johnson and Maritime Commission Chairman Philip Fleming, praising AFL cooperation in building the national defense. Both pledged continued cooperation with the AFL.

Endorsement of a shorter workweek to spread jobs and reduce unemployment.

Urged Reaffiliation

Further moves to induce the International Association of Machinists to reaffiliate with the AFL and to merge all organized labor under the AFL banner.

The AFL expressed disappointment with the failure of the 81st Congress to repeal the Taft-Hartley Law in accordance with the mandate given by the 1948 elections.

"If the 81st Congress persists in its refusal to act affirmatively," the convention said, "we are prepared again to take our appeal to the people of this country and to make Taft-Hartley repeal the paramount issue of the 1950 congressional election campaign.

"Though defeated in our first attempt because our adversaries had a few more votes in Congress than we, it is our determination to redouble our efforts in wiping out this majority and elect to Congress men who will heed and carry out the will of the people. Borrowing a phrase



Pictured on the platform at the American Federation of Labor convention in St. Paul, Minn., are, left to right, Secretary of Defense Louis Johnson, who made one of the principal addresses, President Daniel J. Tobin, and George Harrison, President of the Brotherhood of Railway Clerks.—Ransdell Photo.

from President Truman's message to this convention, 'Taft-Hartley repeal is America's unfinished business now, not the business alone of the labor movement, but that of every fair-minded citizen of our land.' "

The election of officers climaxed the highly successful convention featured by a succession of important speakers and a round of social affairs that took union officials into many affairs in St. Paul, Minneapolis, and surrounding cities.

Weary delegates held a final night session to hammer out the final planks in the AFL's progressive 1950 platform. Here is a thumbnail summary of some of the more important actions:

Economic developments—Devaluation of the pound sterling by Great Britain and concurrent work stoppages in coal and steel industries in this country have occurred with unpredictable consequences but our free enterprise system can absorb shocks if free to readjust and plan new expansion.

National health insurance — It now appears that Congress may adopt certain portions of this program, such as extended Federal aid for hospital construction, school health and local health units. The AFL must continue to emphasize its long-standing position that the health problem of working people will not be adequately met except through a comprehensive and all-inclusive system of prepaid health insurance.

Taxation—Wartime excise taxes should be repealed. Federal, state and local tax systems should be integrated. Taxes on sales, pay rolls and amusements should be repealed and progressive tax programs adopted at all levels based on the ability-to-pay principle.

Radio and press public relations—All members are urged to tell neighbors, friends and associates and the labor press to publicize the AFL's 5 nights a week radio broadcast to begin January 1, 1950, over 147 stations of the Mutual Broadcasting System.

Labor unity—Issues which formerly divided the labor movement have largely disappeared and whatever of conflict may remain is overshadowed by far the more fundamental and serious problem confronting labor not only here at home but in other lands as well. The



Executive Vice President Beck and President Tobin admire attractive Teamster poster which dominated rear of convention hall.

road is considerably smoother and should lead to the ultimate unionism and merging of all organized labor under the banner of the AFL. The AFL should continue its efforts toward achieving this goal.

Israel—The State of Israel was greeted upon its arrival among the family of nations, and its people and Histadrut trade union movement were praised for the tremendous obstacles overcome in the past year.

World Federation of Trade Unions—Not the slightest excuse exists for any self-respecting trade union organization to remain affiliated with the discredited Communist-controlled World Federation of Trade Unions. An appeal is made, particularly to the free democratic trade unions of France, Italy, and Israel, to lose no time in severing themselves from the WFTU. AFL pledge moral and material support to a new democratic federation of trade unions to make it a powerful instrument for lasting peace.

Among the speakers heard by the delegates was Secretary of Defense Louis Johnson, who, speaking of the part of labor in national defense, said:

"A nation that has an unfettered labor movement is always free. The A. F. of L. is in the vanguard of those who work and fight for the American heritage. The magnificent performance of American labor in providing our soldiers, sailors, marines and airmen with columns of superb equipment was the wonder of the war . . . the difference between victory and defeat."

Another speaker was Secretary of Labor Maurice Tobin. Speaking in reference to the desire of labor to "tell its story," Secretary Tobin declared:

"I would like to see labor tell the story of what it has done, not so much for itself, as for the nation as a whole. Your achievements are the hallmark of American progress.

"You have brought about compulsory school attendance, eliminated child labor, insisted on minimum wages, factory sanitary laws, workmen's compensation, unemployment compensation, public housing, the Wagner Act. All these and other reforms . . . have become . . . part of a healthier, richer, finer America." The delegates gave him a rousing rising ovation.

Congressman George M. Rhodes, an AFL organizer in Reading, Pa., said in a convention address:

"Politics is a job day in and day out throughout the year. It isn't only a job for a few weeks before election day."

David A. Morse, director general of the International Labor Office, a specialized agency of the United Nations, warned that impoverished nations are threats to the well-being of prosperous nations.

"There is still too much poverty, too much misery, too much insecurity and fear in the world. There is insufficient confidence and hope. It is these things which need to be set right."

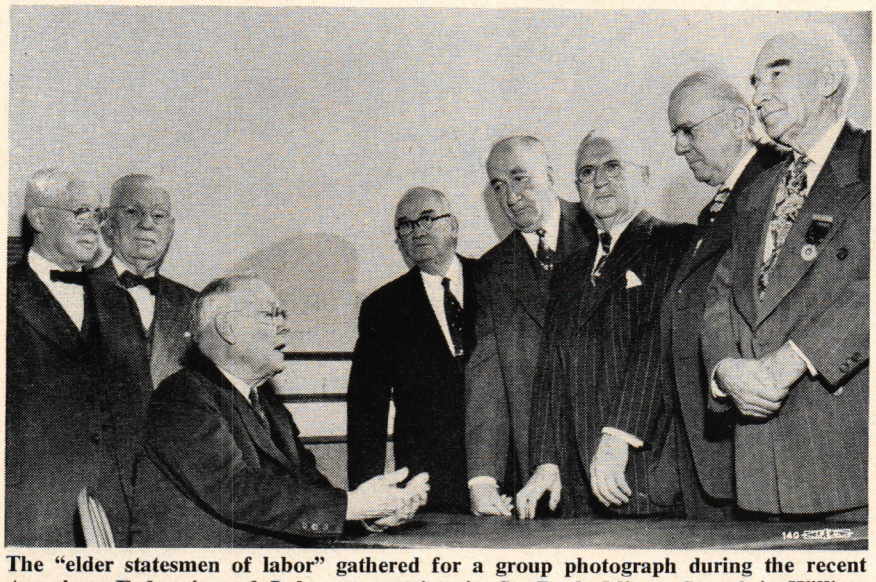
Charles Peyer, former Hungarian trade union leader and cabinet member now in exile from the Russian regime, condemned Russian communism as "more vicious than the czars of Russia ever dreamed of."

"Those who think their countries cannot be invaded are all wrong. We thought we could resist it. There were people who thought they could strike a bargain with this (communist) system. The results show they were mistaken."

Henry Rutz, A. F. of L. representative in Germany and Austria, said the recent elections held in Germany represented a victory for a coalition party dominated by big business.

The convention closed with enthusiasm at a high pitch as the delegates returned to their organizations and homes all over the nation, carrying with them the message of determination of the nation's foremost labor organization to press for the ends which will benefit the laboring men and women of the nation and, therefore, the nation as a whole.

Labor's Veteran Leaders



The "elder statesmen of labor" gathered for a group photograph during the recent American Federation of Labor convention in St. Paul, Minn. Seated is William Green, A. F. L. president, who is 77 years old and has been in the movement for 61 years. Standing, left to right, are: Joseph A. Mullaney, 77, who has been president of the Asbestos Workers for 25 years and has held a card for 61 years; Frank Duffy, 89, secretary emeritus of the Carpenters, has attended 47 successive A. F. L. conventions; William J. McSorley, 74, president of the Lathers for 44 years; William Hutcheson, 75, president of the Carpenters, a card-carrier for 47 years, most of which he has been president of his union; our own president, Daniel J. Tobin, 73, in the labor movement over 50 years; Robert Byron, 70, president of the Sheet Metal Workers, 52 years in the movement, and Joseph Marshall, 78, vice president of the Hod Carriers and Building Laborers, more than 50 years with his union. All took active parts in the proceedings of the convention.

St. Paul Dinner Honors Tobin

Thousand Guests Present as President Tobin Proclaims Banquet Fiftieth Anniversary Fete Of Affiliation of International With A. F. of L.

OVER a thousand Teamsters, their wives and guests, gathered in the Continental Room of the St. Paul Hotel to pay deserved tribute to President Daniel J. Tobin, thrilled as they heard him proclaim the dinner as the 50th anniversary dinner of the affiliation of the International Brotherhood of Teamsters with the American Federation of Labor.

The speech of President Tobin highlighted an extraordinarily good dinner and an evening of unusual entertainment, followed by dancing as the banquet tables were removed.

The dinner coincided with the sessions of the 68th convention of the American Federation of Labor. Virtually every member of the Executive Council was represented at the dinner, seated at the head table.

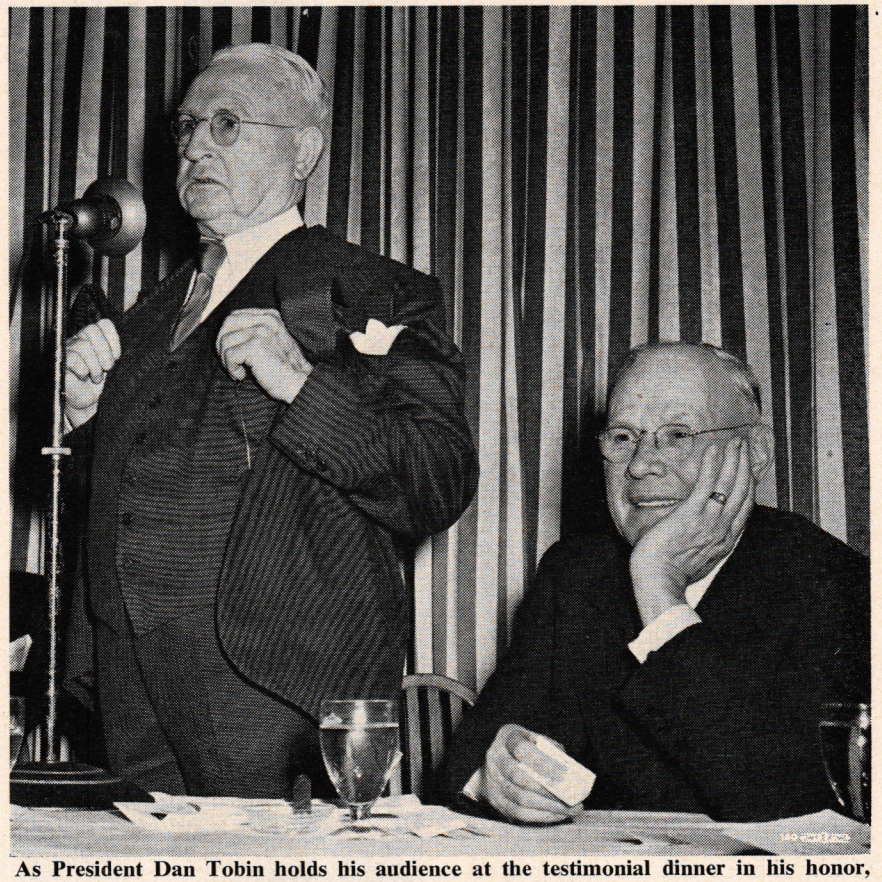
In addition to President Tobin, those at the speakers table included President William Green of the A. F. of L.; George Meany, secretary-treasurer of the A. F. of L.; Council Members D. W. Tracy, Matthew Woll, David Dubinsky, W. C. Birthright, Herman Winter, and William C. Doherty.

Also Dave Beck, Teamsters Executive Vice President; John F. English, Secretary-Treasurer; Father John Gilligan, who asked the invocation; Eddie Crumback, who was toastmaster; Sidney L. Brennan and John T. O'Brien.

The banquet was sponsored by Teamsters Joint Councils Nos. 32, 34, 48, and 82.

However, when President Tobin made his speech, he stated:

"I am just the elected servant of



As President Dan Tobin holds his audience at the testimonial dinner in his honor, A. F. of L. President William Green chuckles appreciatively.



A view of the guests at the banquet held in St. Paul Hotel in honor of President Tobin. The honored guest and A. F. of L. dignitaries are seated at raised table at right.

the membership. It is the membership which deserves this honor . . . the boys who have fought for the things we have gained. True, I have had the honor and privilege of leading them in their fights, but the fights have been theirs.

"It was 50 years ago that the International Team Drivers' Union was chartered. That organization was eventually to become our Teamsters' Union of today. Those men, and the men who came after them right up to the present, are the ones who need the honors.

"I have had all the honors a man can expect to have by being permitted to head up this great, this real, this wonderful organization which has the betterment of men's lives and their livelihoods as a goal.

"Therefore I declare that this is the fiftieth anniversary banquet of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen's and Helpers' of America!"

National Celebration

A great cheer went up from the assembled celebrants as President Tobin proclaimed the larger function of the gathering to place it on a national plane.

President Tobin was introduced by President William Green, the only other speaker of the evening. President Green praised the person and career of President Tobin.

"I have known Dan Tobin all his career and never have I heard it said of him that he shunned any responsibility, however hard, in the interests of his membership. He is a credit to the labor movement and to the organization which he heads up so magnificently.

"I consider it a great honor to be present on this historical gathering and give credit to the fine achievements of Daniel J. Tobin . . . one of the men who have been responsible for much of the success which organized labor has gained today."

The menu of the dinner was an epicure's delight, with the main course being a delicious steak smothered in mushroom sauce. The dessert was not only a delicacy, but was also artistic. Listed on the menu as "Royal Horse" ice cream, it was ice cream moulded into the shape of a prancing drayhorse, all artistically tinted and colored.



Leaving the main table, Pres. Tobin went from table to table, greeting his friends. Here he chats with, left to right: William A. Lee, William L. McFetridge, Emmett Carroll and Frank Brewster.

At the beginning of the fete, a regiment of waitresses trouped into the hall bearing the word "Welcome" spelled out in ice blocks. Following them was a portrait of President Tobin cast into 400 pounds of crystal-clear ice. This, together with the welcoming ice-words, remained on exhibition throughout the dinner until the entertainment program began following the speeches of Presidents Green and Tobin.



An unusual decoration was this portrait of President Tobin encased in a carved 400-pound block of ice.

In the course of his speech, delivered extemporaneously, President Tobin briefly reviewed the course of labor's upward struggles. He told how, as the young president of a beginning labor organization, he and another International President, who were rooming together to save expenses, walked for two hours around the city of Boston "looking for a cheap dinner."

"We finally found a Sunday dinner for 25 cents, and it was delicious," he declared.

The speaker told the assembled banquet guests that the Teamsters and the rest of organized labor had gone far since those days but that we must not be content to rest on our laurels; that there is still much work to be done . . . "there are many more laboring men and women in the nation who need the advantages and protection which we are able to afford them . . ." and we must continue to organize and agitate for the cause of unionism.

After the dinner and the addresses, a program of top-flight stage and variety entertainment was enjoyed by the dinner guests.

Those who served on the Committee on Arrangements from the sponsoring Joint Councils were: Jack Jorgensen, Joe O'Hare, Ben Mitchell, John King, Sidney Brennan, Gordon Conklin, Robert Rooney, Gil Ewer, Greg Helvig, and M. G. Lindemann.

USDA Lease Case Intervenor

Agriculture Secretary Asks to Delay Hearings Before ICC; Teamsters Set Record Straight in Letter; Brannan Believed to Be Misinformed

THE TRUCKMEN who have become wealthy by the exploitation of the gypsy and helpless individual truck owner are still attempting to convince the manager of the trucking industry (the United States Government) that the "know how" and "free enterprise" truck leasing schemes need no bridle.

On October 14, 1949, the Secretary of Agriculture of the United States petitioned the Interstate Commerce Commission for (1) leave to intervene and (2) reopening for further hearing and for postponement of exceptions date on the case involving Lease and Interchange of Vehicles by Motor Carriers.

Letter to Brannan

The International Brotherhood of Teamsters sent the following letter to the United States Secretary of Agriculture:

MY DEAR MR. SECRETARY:

The Teamsters' Union was disturbed to learn that your Department had filed petitions with the Interstate Commerce Commission requesting that the proceedings in Ex Parte MC-43, involving the lease and interchange of vehicles by motor carriers, be reopened for further hearing. We find it difficult to believe that this action by your Department could have had your personal approval or that the decision could have been made with the knowledge of all the facts.

We were likewise disturbed to find in the opening statement of your petition that the matters in controversy in the above-captioned proceeding had only lately come to your attention when as a matter of fact a representative of the Department of Agriculture was present at least during part of the hearings and must have known what the issues were, and have kept the Department fully informed. Again, this matter has been under consideration by the Interstate Commerce Commission for something over two years.

The state of the trucking industry has been an open scandal for many years. The Union's study of conditions made it apparent that most of the evils in the industry result from the "leasing practices" in which many trucking companies engage and which have been constantly growing since the war. Many trucking companies own none or only a few trucks and move their freight by entering into trip arrangements with individual truck owners, usually called "gypsies."

Demoralizing Gypsies

Wide use of gypsies is demoralizing the trucking industry and is having a very depressive effect on all other forms of transportation. Rate structures mean nothing when the certificated trucking company relies extensively or entirely on gypsies whom they hire for a percentage of the revenue they receive. The Commission's authorizations mean nothing when a company, limited to moving commodities between points A and B, will proceed anywhere it wishes and claim, if challenged, that it is operating pursuant to an oral lease with another company which does have the relevant operating rights.

A most damaging aspect of the leasing situation has been the disregard of all safety requirements and the resulting death and injury on the highways. The individual truck owner, driven by economic necessity, cannot adequately maintain his truck and is under constant pressure to exceed all safety requirements with respect to his hours of operation and otherwise. He is victimized and exploited by the system. He is offered illusory freedom as an "independent businessman"; the reality is that he is placed at the mercy of all trucking companies, receives an extremely niggardly return for his services and the rental of his truck, and usually winds up losing his truck to the mortgage-holder. By exploiting the gypsy or individual truck owners, the trucking company avoids an investment it should be obliged to make, shifts responsibility for safety on the highway, escapes the impact of regulation, and becomes a cut-throat competitor of responsible elements in transportation, driving rates below the level required to operate in compliance with safety standards.

Deplorable Conditions

These conditions in the trucking industry became so deplorable that the Commission, on January 9, 1948, instituted an investigation on its own motion into leasing practices. The American Trucking Associations, dominated by large interests benefiting by the exploitation of gypsies, has opposed and fought corrective regulation at every step. Despite the obstructive and delaying tactics of the American Trucking Associations, hearings were held commencing October, 1948, and concluding January, 1949. The testimony of more than 80 witnesses was heard and motor carriers, private carriers, shippers, traffic associations, regulatory bodies of several states, and the Union and others participated. Everyone who desired to be heard had that opportunity. The Commis-

sion's notice instituting the proceedings fully disclosed that affirmative limitations on leasing practices were under consideration, including the very limitations adopted and others more far-reaching in character. All shades of interest were represented and all considerations were thoroughly aired.

The examiner's report was issued, after several specious delays, on August 26, 1949. That report recognized many of the evils which have been described, and proposed the adoption of regulations which might limit many of the worst features of the present leasing practices. The Union believes that the examiner's report is less effective than the circumstances require, but it, nevertheless, recognized that adoption of the proposed regulations would be a step forward over existing conditions. It is plain that vested interest in the American Trucking Associations will continue their obstructive tactics to prevent the elimination of unsound conditions under which less responsible elements have flourished.

Serve Selfish Interests

Under all these circumstances, it is regrettable to find the Department of Agriculture has now appeared to align itself with the worst elements in the trucking industry. The argument that the agricultural community will be harmed by the proposed regulation is totally specious. It was fully and exhaustively urged during the course of the proceedings, but was properly rejected by the examiner.

The Department's proposed intervention at the eleventh hour will serve only the selfish trucking interests. The Union finds it impossible to believe that the Department's decision was one made in the light of all these facts. The situation is of sufficient importance to deserve your personal attention and study. We are confident that you will institute remedial steps if you are made aware of all the pertinent considerations.

Should you wish to discuss any of the legal aspects of this case, our attorneys, Mr. Woll, General Counsel of the American Federation of Labor, and Senator Wheeler, the author of the Motor Carrier Act, are at your service.

Very sincerely yours,
International Brotherhood of
Teamsters, Chauffeurs,
Warehousemen and
Helpers of America.
By FRANK TOBIN.

It is interesting to study the comments of the Motor Carrier Association of New York concerning the Interstate Commerce Commission Examiner's Report on Lease and Interchange of Vehicles. The following is taken from the New York Association Bulletin dated September 14, 1949:

"There has been no more signal and significant development in the regulation of motor carriers than the recent leasing investigation, so state our Association Counsel Zelby & Burstein, who prepared this digest of the recommended order now before the I.C.C.

"The report submitted on August 26 by Examiner Lawton is an important document which poses new and grave problems for all carriers. The report is a lengthy one and careful analysis leads to the following conclusions:

"1) Examiner Lawton regards present leasing practice as violative of the letter and spirit of the Motor Carrier Act.

"2) Examiner Lawton adopts, for the most part, the views of the Bureau of Motor Carriers and the principles which underlie the rules proposed by the Bureau.

"3) The proposed leasing rules are rigid and inflexible; they are so designed as to make enforcement relatively simple and compliance relatively difficult, if not impossible.

"4) The report confirms the views of many observers that carriers with limited authority will be virtually unable to continue operations on an economical basis.

"5) The proposed rules amount to a death sentence for so-called national system operations of the United, Aero Mayflower and North American type.

"Before the recommendations of the examiner are summarized, it may be well to indicate that the report makes valuable reading because it very thoroughly reviews the historical background of regulation; the manner in which national movers conduct their operations; the types of lease and hauling contracts employed by national moving systems and the views of various representatives of the moving industry."

St. Paul Drivers Win Truck Roadeo

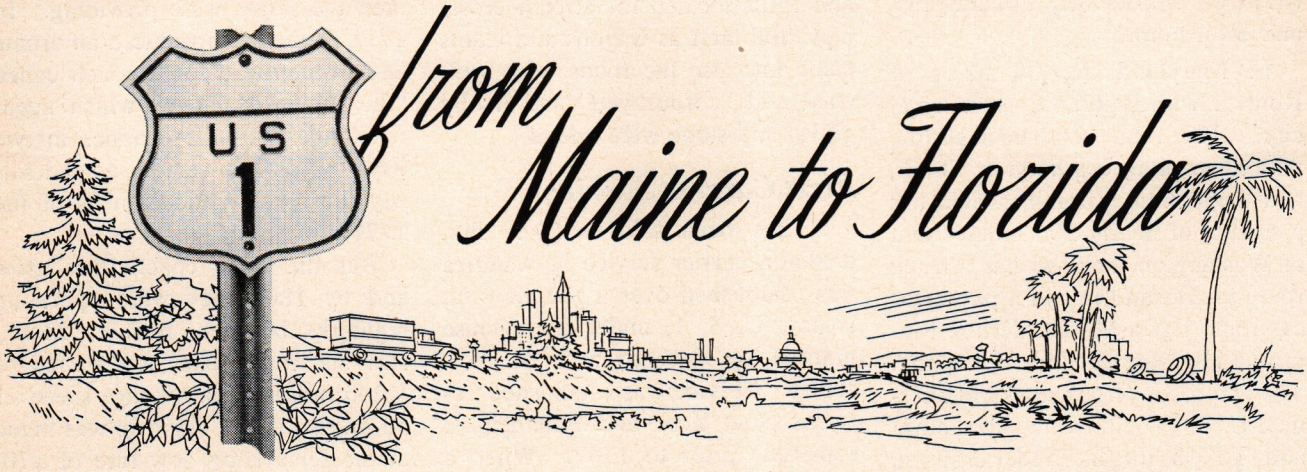
Two members of the General Drivers' Union, Local No. 120, St. Paul, Minn., came out of the recent truck roadeo with colors flying and both were to compete in Boston for the national championship.


Wold

Ranking first with an all-time high score of 372½ is Richard Wold, 24 years old, Minneapolis, an employe of Glendenning for the past four years. Brother Wold is married and served in the Navy for three years in the late war. He has driven approximately 75,000 miles for Glendinning without a single accident.


Doherty

Semi-champ for the second consecutive year is Mel Doherty, 29 years old, St. Paul, who scored 350½ points for all-time truck roadeo record on eliminations. He had a total of 327 points in the final with a perfect no accident score during his four years' service with Glendenning. He is married and served in World War II as a Sea Bee. In both truck roadeos he drove a Ford F8 tractor.



U. S. 1, stretching nearly 2,500 miles from the northernmost point at Fort Kent, Maine, down to the sub-tropical region of the Caribbean at Key West, Fla., has been called "the most important highway in the United States."

Highway of History

This route is truly a great highway of history, for probably no road in the country is so richly endowed with the heritage of America's past as is U. S. 1. For more than 300 years the road we now know as Route 1 has been a leading artery of commerce and trade. Although the road is interesting historically, its present importance lies in its direct interstate connection of key industrial centers of the East Coast states from Maine to Florida.

U. S. 1 is no accident. The facts of geography and geology virtually dictated the choice of a route. The route follows the "fall line" from New Jersey to Georgia. This fall line was once in ages past the old shore line of the continent. Along this line for many centuries past the rivers of the east have tumbled down out of the hills into the coastal plain. This geographic fact influenced the establishment of such cities as Trenton, Philadelphia, Baltimore, Washington, Richmond, Raleigh, Columbia and Augusta. These cities are all situated at the head of navigation of their respective rivers.

As the settlers came to the New World they established cities at the point inland to which the settlers might penetrate by boat. At these headwaters, towns became both navigation centers and points from which other roads led both inland and up and down the coast.

A crude trail was first blazed connecting the towns and this later became a wagon road and soon the most important inter-colonial road of the early days developed. This road is the one we now know as Route 1. The road which connected early settlements with each other between two and three centuries ago is now a major interstate highway connecting busy centers of commerce and industry.

Connects Old Capitals

Route 1 connects New York, Princeton and Philadelphia, all of which were at one time the capital of the new nation—and Washington, of course, became the permanent capital city.

Although the first part of the old route is the inter-colonial road of the original colonies — it passes through all but two of the 13, it might be well to trace this road from its northern beginning to its tropical terminus in the Gulf of Mexico.

Beginning at Fort Kent in Maine, a point north in latitude of Quebec, Canada, U. S. 1 wraps around the state near the eastern boundary and runs down to Calais, the only city in Maine on the U. S.-Canadian border. From this "international city" of 5,000 population the road cuts along the rugged Maine coast 124 miles to Ellsworth and thence northwest to Bangor. From Bangor the road drops south to the coast again to Belfast and on down to Rockland, and the important seaport towns of Bath and Portland. The mileage of U. S. 1 in Maine is 554 miles from Fort Kent down to the Portsmouth bridge in the New Hampshire line.

After a little over 15 miles in the Granite state, U. S. 1 goes in Massachusetts and cuts down approximately 80 miles from the New Hampshire line to the Rhode Island boundary traversing such historic cities as Newburyport, Boston and North Attleboro.

Sixty miles of the road are in Rhode Island connecting Pawtucket, Providence and Narraganset.

Serves Connecticut

Route 1 follows the Atlantic coast again through the state of Connecticut a distance of 119 miles going through New London, New Haven, and Greenwich.

The section of U. S. 1 in New York state is short, but represents an important segment of the highway. From the Connecticut line through Port Chester, New Rochelle and New York City is a section of slightly over 22 miles.

The 69-mile section in New Jersey traverses Fort Lee, Jersey City, and Trenton. The 84-mile stretch of Route 1 in Pennsylvania goes

through Morrisville, Philadelphia, and Swarthmore.

In Maryland are 89 miles of Route 1 with Baltimore as the chief city. The road goes through the nation's capital, Washington, D. C., and thence into Virginia, which has a section of nearly 206 miles. Out of Washington the road has a truck route to Alexandria and a passenger car route down Mount Vernon Memorial Highway beyond Alexandria. The two roads (truck road and alternate U. S. 1) join below Alexandria and go through Fredericksburg, Richmond, and Petersburg.

In North Carolina, after cutting inland in Virginia, Route 1 extends 180 miles in the Tarheel state going through Raleigh and Rockingham into South Carolina. This state has 171 miles and the road passes through Camden, Columbia, and Aiken before going into the state of Georgia which has more than 222 miles with Augusta as the principal city en route.

Long Florida Mileage

The Florida mileage, 568 miles, takes the road from the Georgia line through Jacksonville, Fort Pierce, West Palm Beach, Miami and over the overseas highway to Key West.

As early as 1636 efforts were made to facilitate travel over the general line now covered by U. S. 1. First, trees were marked to blaze the trail and later bridges were built and fords located for stream crossings. Still later as wagons and teams came into use the roads were widened and "corduroyed" and finally gravel and stone were added.

First Carrier Service

It has been said that the first common carrier service in America was established over a part of what is now U. S. 1, under a franchise granted by the governor of New Jersey. Service was established between New York and Philadelphia sometime prior to 1707. When a complaint was made about the franchise for carriage to the General Assembly, the governor replied in a way which helped make transportation history. He said:

"At present everybody is sure, once a fortnight, to have an opportunity of sending any quantity of goods, great or small, at reasonable rates, without being in danger of imposition; and the sending of this wagon is so far from being a grievance or monopoly, that by this means and no other, a trade has been carried on between Philadelphia, Burlington, Amboy, and New York, which was never known before, and in all probability never would have been."

As the country grew, so did the demand for fast transportation. Stage coaches made the New York-Philadelphia run regularly, but the colonists wanted even faster service than the stages were providing. In 1771 there was introduced an ornate and brilliantly colored coach called "the Flying Machine" which negotiated the 100-mile distance in two days. This new service helped satisfy the speed-mad colonists of the 1770's.

But the stage coach lines grew and by 1802 they were operating regularly between Boston, Mass., and Savannah, Ga., a distance of 1,200 miles, at an average speed of 53 miles a day. This trip was made at the remarkably low fare of $70.

Early teamsters, chief freighters of the time, demanded more and better roads as did the stage coach lines. In the early days of the 19th century many companies undertook to build turnpike roads. A section of Route 1, the Old Boston Post Road, had a turnpike section built by the third turnpike company chartered in the U. S. As useful as the turnpike roads were, they failed to make a substantial profit to the investors and promoters and by 1850 the private turnpike roads were in public control, although toll gates persisted for many years.

Highway "Dark Ages"

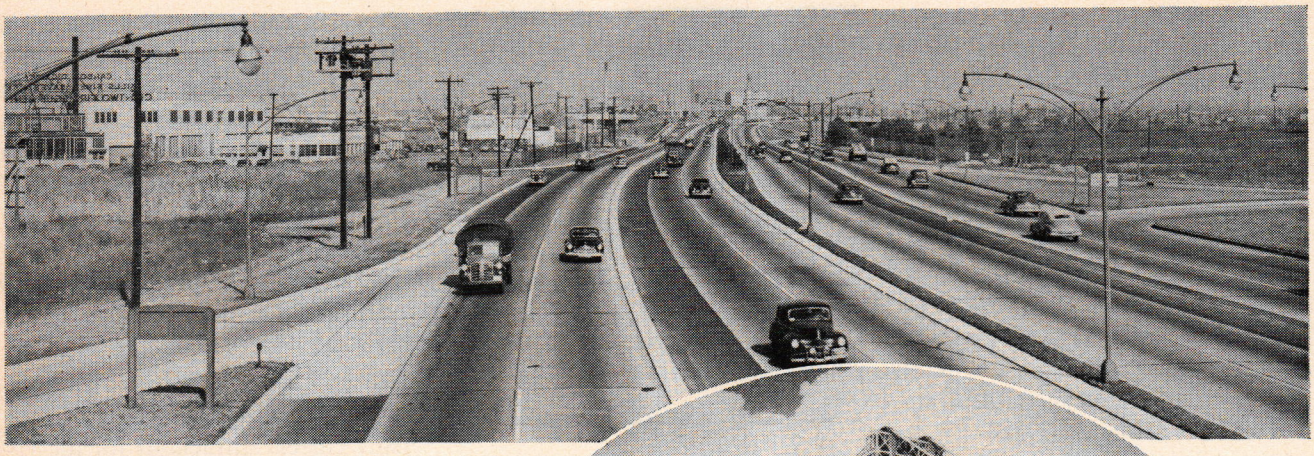
We have today toll roads which might be called "descendants" of the old-time turnpikes. The Pennsylvania Turnpike which was described in last month's INTERNATIONAL TEAMSTER is an example of the modern toll road practice.

With the coming of the railroad came what roadmen have called the "dark ages" of highway travel in America. By coincidence the line of Route 1 connects all the points at which the earliest railroad experiments were made. The efficient routing of this old road was virtually a map for the new railroad lines and led, in part, to highway travel's own eventual undoing.

The first quarter mile of track was laid on Beacon Hill in Boston in 1807 and three years later the first permanent tramway in the U. S. was put down at Philadelphia. In another 20 years the Baltimore &



New York-Philadelphia "commuters" made it in two days in this "Flying Machine."



Ohio opened a line to Ellicott's Mills and the same year the first American-built locomotive, the "Best Friend," was placed on rails at Charleston, S. C.

The railroad had the upper hand in transportation for generations. Then came the popularity of the bicycle with riders demanding decent roads for wheeling. And after the bicycle came the automobile and the motor truck. With the coming of the motor age came a rebirth of usefulness of all the main highways, particularly such routes as U. S. 1. Five of the seven states through which Route 1 passes were among the first seven states to establish state highway departments.

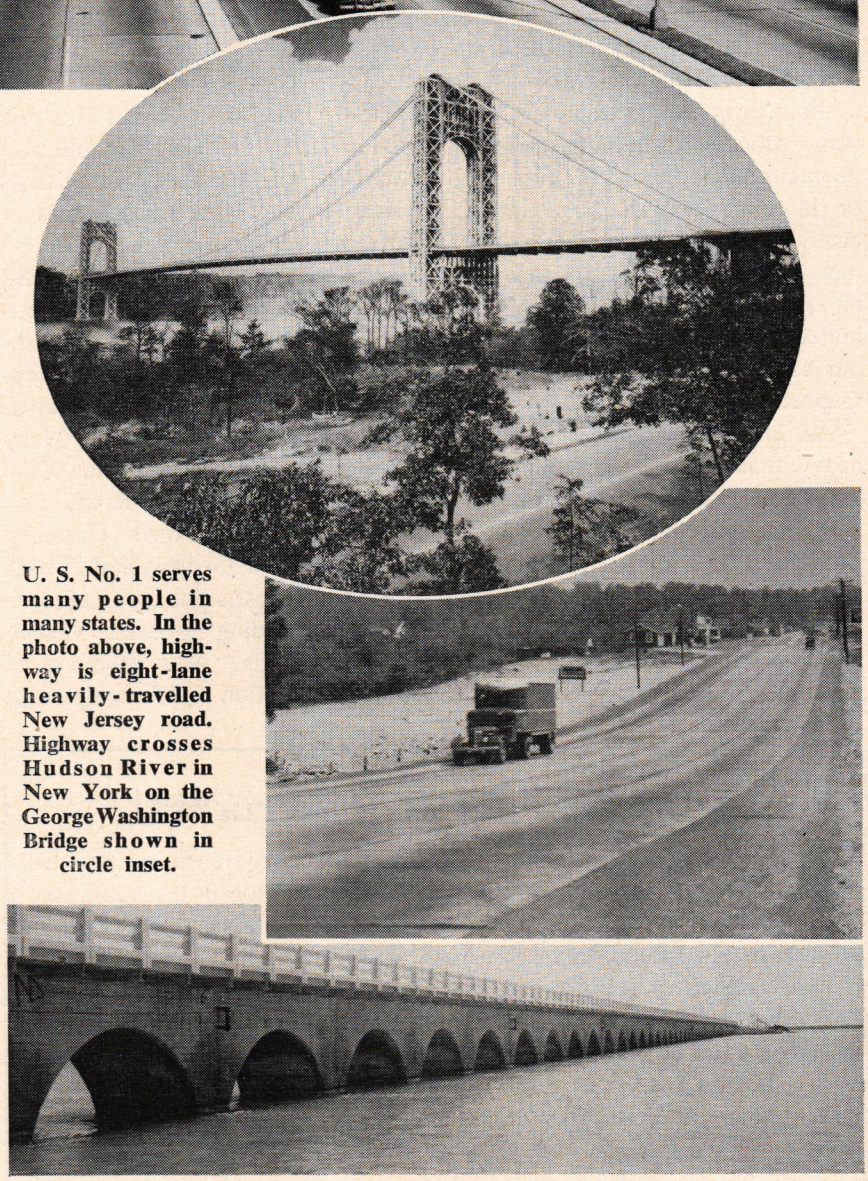
As rich and colorful as U. S. 1 may be historically, it is quite as important today as a great eastern north-south artery of traffic. The travel on this road is a reflection of the various types of industries along the entire 2500-mile route.

In New England lumbering, shipbuilding, fishing, and diversified manufacturing are chief industries. The shipbuilders of New England have been supplying the nation with vessels since the early days of settlement three centuries ago. Although shipbuilding, clipper trading and whaling are by no means what they once were, ocean commerce still plays an important role in New England economy.

Bath, Me., for example, was a boom town in World War II and, of course, required considerable supplies of materials for the war ship construction industry—much of it brought in by motor trucks.

Boston is still the "hub" of New England and this city, together with many other cities and towns, particularly of Massachusetts and Connecticut, provide employment for many in a great variety of industries—shoes, brass, textiles, precision machinery, etc.

New York City, through which Route 1 passes, continues to be the great magnet for trade and industry.



U. S. No. 1 serves many people in many states. In the photo above, highway is eight-lane heavily-travelled New Jersey road. Highway crosses Hudson River in New York on the George Washington Bridge shown in circle inset.

U. S. No. 1 serves the Atlantic Seacoast states well. In photo below oval, a truck moves along a rolling Maryland countryside. In bottom photo is shown the remarkable causeway highway across the Florida Keys.

The tremendous task of keeping normal subsistence supplies for a city of seven million keeps thousands busy both in the metropolitan area and in supply areas to north and south. U. S. 1 is the route, particularly for food from the gardens of the South.

The New York-New Jersey-Philadelphia area is one of the most heavily concentrated of any section in the country with industry of all sorts. Textile, food manufacturing, machinery, paint, electrical goods, school supplies, petroleum products—practically anything which can be mentioned are made, processed or in some way handled in this heavy industry belt. Trucks play a most important part in materials handling in this area, bringing raw materials in, taking finished goods out to wholesaler, retailer, and to seaports for export.

As U. S. 1 wends southward, heavy manufacturing becomes less important although here and there are vital concentrations, such as Baltimore, Md., both a manufacturing and a shipping point.

Washington, D. C., on U. S. 1, is a "one industry town" and that industry is Government. But Washington, like many other historic points along the old road, attracts hundreds of thousands of tourists yearly to view the many places of current and historic interest.

The area from Boston southward is rich in colonial and Revolutionary War history, while from Washington south into Virginia, particularly, has the added historical attribute of Civil War mementos. Many of the decisive battles of the Civil War were fought along Route 1.

Down through North Carolina, South Carolina, Georgia and Florida are found substantial areas of agriculture including tobacco, vegetables, and fruits. New processes of food preservation and freezing make all-year-round consumption of fresh foods possible, and these new methods of keeping food have been boons to the vegetable and fruit growers of the South. Trucks on Route 1 are the main methods of bringing this tremendous crop of perishables to market. The South also offers one of the best potentials for further Teamster organization of any section in the country.

In addition to the scenic and historic interest along Route 1, the many current attractions for the vacationer play a most important role in keeping traffic heavy on this historic artery. New England, for example, has developed tourist trade to an extraordinary degree and makes the most of its woods, lakes and seaports for hunting, fishing and vacationing.

New York and Washington are year-around tourist meccas. Maryland has a number of racetracks and the horse country of Maryland and Virginia attracts many.

Hunting an Asset

As one goes southward the states play up their attributes as winter resorts and retreats from the frigid temperatures of their northern neighbors. Hunting is also an asset along much of U. S. 1 in the South. Florida, of course, has an annual fall and winter influx of hundreds of thousands who come for the winter vacation, a great many of whom enter the state by Route 1. Fishing is a great attraction of Florida for the active sportsmen, particularly game fishing along the Keys.

The entire Route provides a thoroughfare for all manner of traffic today as it did two and three hundred years ago—the business traveler, the Government official on his way to the capital of his state or to Washington, the industrial freighter, the tourist. All use this old route today as their forefathers have been doing for generations and as their grandchildren and, in turn, their grandchildren's grandchildren will undoubtedly be using it in untold decades yet to come.

Suggestions Please!

Do you have a favorite famous highway you would like to hear about? The editors would like suggestions from the membership for this series on famous highways which has been running in THE INTERNATIONAL TEAMSTER *since September, 1948. Let's hear from the membership on suggestions for further articles.*

Keep Mailing Lists Accurate!

It is wished to call attention to the secretary-treasurers and to emphasize that there is not 100 per cent cooperation in the matter of submitting lists of mailing addresses for THE INTERNATIONAL TEAMSTER to our Mailing Department in Washington, D. C. As a result, many members are not receiving the magazine to which they are entitled and for which they are paying in their monthly dues.

As you know, the magazine which is now being sent to our members takes a back seat to no other comparable journal in the game. With many departments in the magazine, some of which are bound to be attractive to all of our members, it is certainly unfair on the part of our lax secretary-treasurers to deny the benefits of this well-edited journal to our paid-up members.

Please accept your responsibility in all good faith and render as complete and up-to-date mailing list as is humanly possible to our Washington Mailing Department, 806-16 Rhode Island Avenue, N. E., Washington 18, D. C., at your earliest convenience when these are requested from time to time.

JOHN F. ENGLISH,
General Secretary-Treasurer.

Wagner Files Go to University

Labor Officials Participate in Ceremonies as Papers of Retired Senator are Deposited with Georgetown as Great Source of Labor History

ORGANIZED LABOR recently figured prominently in the news of the nation when George Meany, Secretary-Treasurer of the American Federation of Labor, made one of the principal addresses at the presentation of the public and private papers of retired U. S. Senator Robert F. Wagner of New York to Georgetown University in Washington, D. C.

Senator Wagner, best and most widely known for his authorship of the Wagner Labor Relations Act, characterized his entire public career by his unflagging efforts to improve, through progressive legislation, the lives and conditions of American laboring men and women.

Ill, Sen. Wagner was not at the presentation ceremonies, but was represented by his son, Robert F. Wagner, Jr. The papers, which will be used by labor and legislative researchers and historians, fill more than 300 office filing cabinets, fifteen large packing crates and forty mail bags. They cover his career as a legislator in New York State, as a judge and as a U. S. Senator.

In his address, Secretary-Treasurer George Meany pointed to the continuing activities of Sen. Wagner in the behalf of the laboring people of the nation in order to drive home his point that promotion of the general welfare of the American people "spells democracy rather than 'statism'."

Contrasting the violent death and suffering resulting from the tragic Triangle Shirtwaist fire in New York City, an early inspiration to Sen. Wagner in his efforts in behalf of wage earners, Meany pointed out that, at that time, "The daily and unspectacular sufferings of the workers had come to be regarded as a matter of course." He promised that the A. F. of L. would continue the work, which "will be carried on to full fruition."



Pictured as title to the collection of Sen. Wagner's papers changed hands at Georgetown University ceremonies are, left to right: The Very Rev. Hunter Guthrie, President of the university; Sen. Joseph O'Mahoney, chairman of the presentation ceremonies, and Robert F. Wagner, Jr., who represented his father in depositing the papers with the Washington, D. C., institution.—Ransdell Photo.

Another speaker was Herbert H. Lehman, former governor of New York, liberal legislator and friend to organized labor, who is being actively supported by the A. F. of L. and affiliated unions in his campaign for a senatorial seat from New York.

"Bob Wagner understood long ago what some have come to realize only recently; that unless the Government of a democracy intimately concerns itself with the welfare of all the people, democracy cannot survive," said Lehman.

Sen. Joseph O'Mahoney served as chairman at the presentation, made to the Very Rev. Hunter Guthrie, president of Georgetown University. Other notables present included Leon Keyserling, member of the President's Economic Advisory Board; Francis P. Matthews, Secretary of the Navy, and William C. Bullitt, former U. S. ambassador. More than 300 persons, friends and acquaintances of Sen. Wagner and those active in the labor movement, attended the ceremonies, at which the Teamsters' International was represented by Fred Tobin.

Organizing Auto Trades

(*Continued from page 9*)

petroleum drivers of all kinds, accessory drivers of all kinds, all bulk plant and terminal employes, petroleum refineries and processing plant employes, parking lot and parking garage employes, all miscellaneous or utility employes.

From the information which it is expected the questionnaires will contain, the Policy Committee will map a program of education and organizing in the very near future.

"I hope that each secretary, when he receives the questionnaire from this division, will give it his close and careful attention," said Gordon Lindsay, Executive Secretary. "Without this information, our hands will be tied and we will not be able to function effectively. I realize that the secretaries are busy and that it will take some time to get this information, but I am sure that it will be obtainable and that all who realize the great need for this survey will help us out. After all, upon the success of this undertaking rests to a great degree the success of our entire International organizing program."

Melroy Horn, from his thriving local headquarters in St. Louis seconded Lindsay's appeal with one of his own, stating that until the facts are known and the field has been thoroughly surveyed, the size of the job ahead canot be known and, in fact, plans canot be made to tackle it efficiently.

Injunction Use Condemned

(*Continued from page 15*)

in the anti-labor arsenal.

We had hoped that labor was united in the belief that the injunction is an oppressive weapon. But how can labor present a consistent case before Congress or before the forum of public opinion if it speaks against the injunction with its voice, but one of its own unions resorts to the injunction use against a sister union in a disagreement? Those who oppose labor can point to the use of the injunction by the union in question and say, "What do you mean you don't like the injunction? You seem to if it seems to serve your purpose."

Thus labor's case is considerably weakened. And divided counsel and divided forces cannot be permitted if labor is to achieve its legislative aims. The AFL is shirking its duty if it does not present a completely consistent case against the injunction. The AFL must not tolerate the use of the injunction by one union against another.

It is a matter of real regret that an injunction was sought and the matter reached the stage where publicity resulted much to the detriment of labor.

Labor cannot afford this sort of thing. Labor must show a united front against the injunction. When disputes arise, the machinery and the procedures of the American Federation of Labor must be used. The AFL has its own methods of settling disagreements and these methods and channels must be used. A union which does not use them, but goes to the courts instead is doing itself and the entire cause of labor real injury.

Detroit Labor Day Float Draws Acclaim

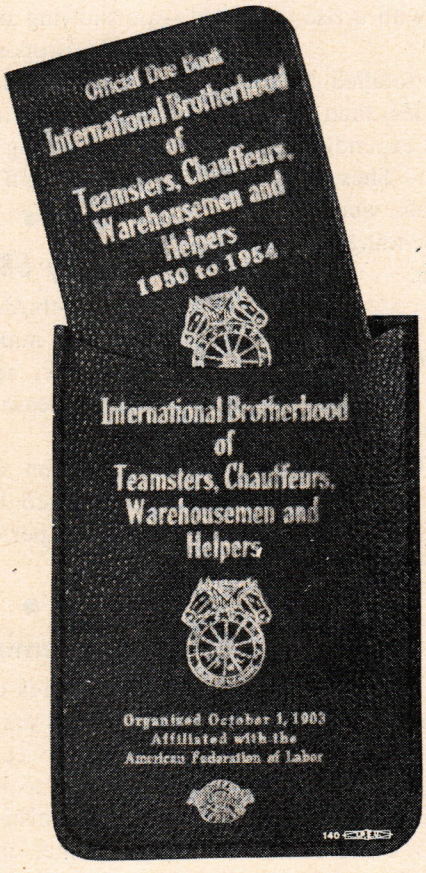


Teamsters Joint Council 43 of Detroit, Mich., entered this unusual float in the Labor Day parade. Horse-drawn wagon bears "creed" of the Teamsters' International.

New Due Card Cover

Improved Due Book Also Available to Membership

THE FIRST of November will see the return to the list of supplies available to our local unions an old but missed item. After many requests and after going into the matter quite broadly, we are again able to supply our local unions with a "due card cover" or "case, due card" as it will be listed on the remittance statement in the future.



This new due card case is of the envelope type, manufactured of heavy plastic material which is waterproof, sweatproof and wearproof. Stamped in 24-K gold with the name and insignia of the organization, it is a beautiful compliment to the due book. Your members will appreciate its neatness and compactness and especially the nominal fee of 15 cents for which it is being sold to the local unions.

The fact that the due card case is sweatproof will be especially appealing to the members of our craft since they customarily carry the due book with them at all times. After November 1, 1949, these items can be shipped to the local union secretary-treasurers in any desired quantity.

There is also being made available to the local unions a new and much better constructed due book of 24-K gold stamping, new type of stitching and cover material. This book is also sweat and waterproof and together with the due card case will make a very outstanding combination of which you and your members will be justifiably proud.

This is another step in the plans of the General Secretary-Treasurer to provide our members with the best items of supply available in the field and not to be outdone by any other organization. Order your supply early.

SHORT HAULS

'48 Road Spending Up

Figures released by the U. S. Bureau of the Census say that expenditures for roads by state governments increased in 1948 over the outgo of 1947.

Biggest increase in spending by states was for schools with a rise of nearly 30 per cent.

Roads expenditures totalled $1,989,000,000 or a little less than $14 per person while school expenditures topped the $16 mark. These two items, roads and schools, were major costs in the state spending which totalled $73 per person.

●

New Super-Highway Link

A new highway link in New York state costing nearly a million dollars is scheduled for completion this month.

The super-highway link between Brewster, N. Y. and Danbury, Conn., was scheduled for service beginning November 15 by the New York State Highway Department builder.

The new link extends from Brewster to Danbury on Route 6, called "The Grand Army Highway." The new road is 50 feet wide with four-lane traffic. A four foot center mall separates east and west-bound traffic. The sides of the mall are finished with a special reflecting cement which aids night driving.

●

Canada Tourism Booms

A new record for motor vehicle entries into Canada was just announced by the Canadian Government.

July was a record month with nearly 1,500,000 vehicles crossing the boundary. This includes, of course, all entrances from the eastern provinces to the westermost section. The previous mark, broken by the 1949 mark was set in August, 1947.

Mull Channel Tunnel

Britain and France are talking once again of a tunnel across the English channel linking the two countries. In addition to the U. K. and France other countries—Belgium, Italy, Holland, and Switzerland—are showing an interest.

When first proposed some years ago the tunnel was designed for railroad traffic. The current talk now points to including passenger car and truck thoroughfares.

●

Trucks Carry 68% of Stock

Almost two-thirds of all cattle, hogs and sheep marketed last year arrived by truck, according to recent figures released by a newspaper chain.

The nearly ten million tons of livestock delivered by motor truck amounted to 68 per cent of the total tonnage.

●

A Refund Reminder

Many thousands of our members are war veterans and are entitled to the National Service Life Insurance refund which is to be made by the Veterans' Administration.

If any member carried insurance for three months or longer he is entitled to a refund. But he cannot get a refund without applying for it. He can apply by getting his application blank at a post office or an accredited veterans organization. This is a reminder to those who have not applied.

The payments begin in January, not before, says the VA.

●

Angle Parking Frowned On

Angle parking causes accidents, in the opinion of some safety directors who have the headache of finding parking space for the growing number of cars using the city streets.

Many drivers in backing out from an angle parking space, back out "blindly" and thus fail to see oncoming cars. In narrow streets this is a real menace.

Two different studies of the angle parking problem are related by Thomas W. Ryan, New York state safety director. In a midwest city on comparable streets parallel parking and angle parking were tried, one method in each street. The street with angle parking had three times as many accidents as the thoroughfare with parallel parkers.

In a Minnesota city a change from angle to parallel parking so lowered the accident rate that projected traffic lights became unnecessary. The New York safety expert says that 4.5 per cent of all accidents are traceable to improper parking.

●

Toll Road Study Made

This month will see the completion of the third traffic survey for a proposed toll road between Oklahoma City and Tulsa, Okla. The survey is being conducted by a New York engineering firm which had already made previous traffic studies in the area.

The Oklahoma Turnpike Authority has made application for a loan from the Reconstruction Finance Corporation. The application may be determined largely on the basis of whether or not the turnpike as a toll road will pay out.

●

Senator Views Road Needs

A new Federal aid to highways measure will have to approach $700 million a year, Senator Dennis Chavez, chairman of the Senate Public Works Committee, told a highways association group meeting in Texas last month.

He wants to see a five-year program set up with provision made for national defense routes, as well as the urban and rural road system.

Make sure he's a FELLOW TEAMSTER

UNION SERVICE

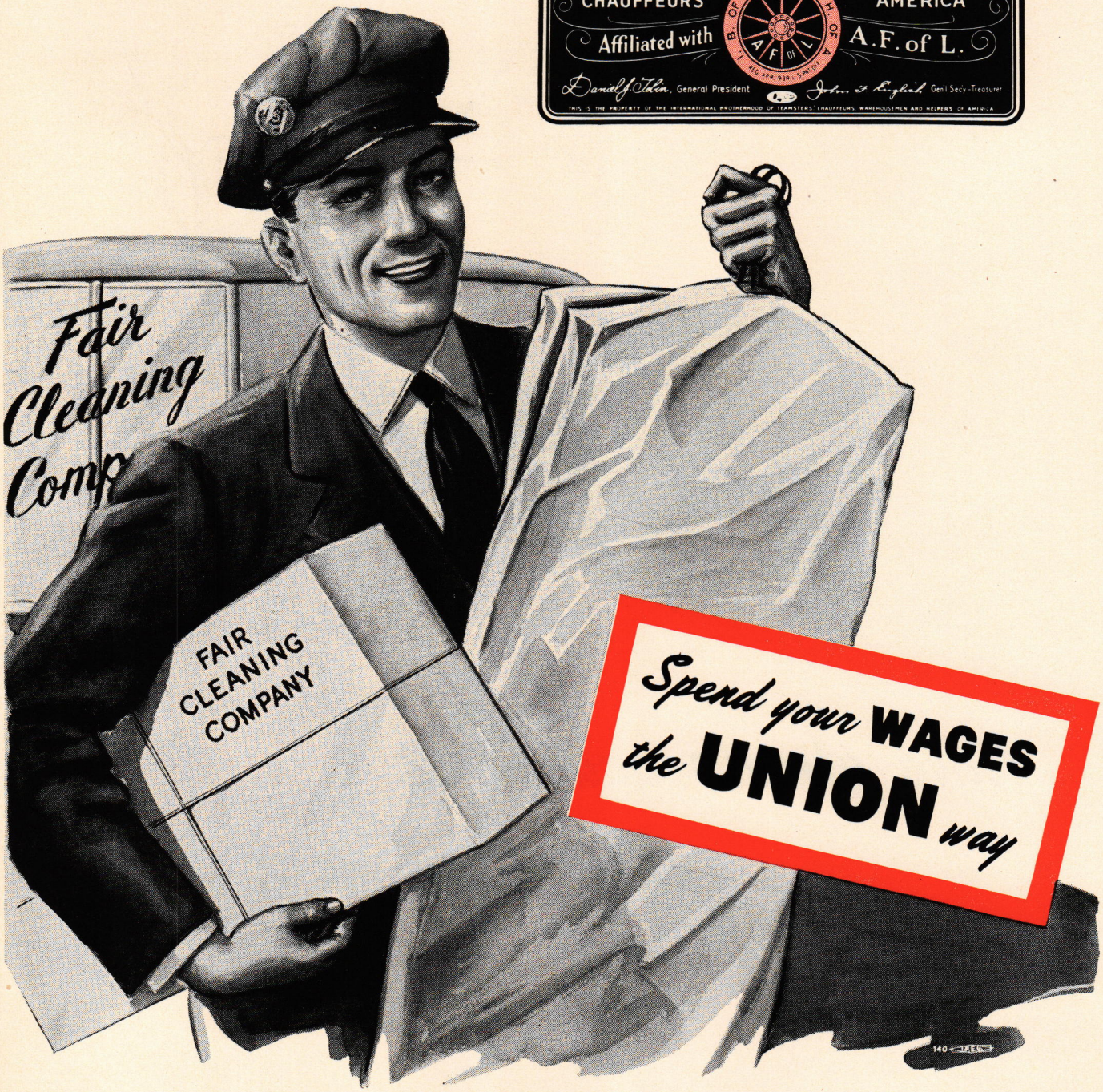
INTERNATIONAL BROTHERHOOD of TEAMSTERS CHAUFFEURS

WAREHOUSEMEN AND HELPERS OF AMERICA

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Daniel J. Tobin, General President — John F. English, Genl Secy-Treasurer

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Falling leaves



leave streets and roads **DEADLY**

TEAMSTERS MUST

BE CAREFUL